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INTRODUCTION

The Air Transport Monitor is prepared by staff of the Passenger Transport Studies and Economic and Social Research Directorates of the Research Branch of the Canadian Transport Commission. It is undertaken with the intent of collecting and disseminating information on service levels, air fares and air carrier operations as may be of assistance to the consideration of competition and regulation in the Canadian air transport industry.

This issue of the monitoring report is divided into four parts:

Part A, "Applications and Decisions", reviews Air Transport Committee decisions relative to the licence authorities of Level I, II and III air carriers.

Part B, "Services", details scheduled carrier activity at airports in Canada. An index of service convenience is also provided in this part of the report.

Part C, "Pricing", presents information relative to pricing in both the Canadian domestic and the U.S. domestic markets.

Part D, "Operating Performance", reports on domestic scheduled and charter traffic levels and provides a comparison of the domestic scheduled yields of Canadian and U.S. carriers.

The table formats and the coverage in this, the first in a series of monitoring reports, should be viewed as preliminary. Questions regarding any aspect of the report or comments as to possible additional topics which might be included in future issues should be addressed to S. Rajani, Canadian Transport Commission, Ottawa, Ontario K1A 0N9 or telephone (819) 997-2830.

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PART A

A P P L I C A T I O N S A N D D E C I S I O N S

This part of the report provides a review of Air Transport Committee decisions relative to the licence authorities of Level I, II and III air carriers engaged in offering fixed wing air services or a combination of fixed wing and rotating wing air services. These carriers are identified in Table A.1.1. Definitions of carrier levels, classes of service and aircraft weight groupings are provided in Tables A.1.2, A.1.3 and A.1.4 respectively.

The review covers all decisions for the period from January 1, 1984 to September 30, 1984 except decisions related to changes of ownership, transfer of licence authorities and change of name, and decisions relative to air carrier operations involving the transport of cargo or the use of rotating wing aircraft. The decisions have been categorized into the following groups:

- Decisions concerning new domestic licence authorities
- Decisions concerning existing domestic licence authorities
 - Amendments to add point(s)
 - Amendments to suspend point(s) or lift suspension of point(s)
 - Amendments to operating conditions
 - Amendments to weight group conditions
 - Status of experimental licences
- Decisions concerning new and existing transborder and international licence authorities.

A brief summary of the carrier(s) involved, the application giving rise to each decision and the results are provided in Tables A.2 through A.4.

Given the abbreviated nature of this presentation and the inherent problems of attempting to categorize into homogeneous groups many individual events which are unique in their own right the interested reader is encouraged to refer to the actual text of each decision if further details and analysis are required. It should also be noted that this review has been compiled for information purposes only and is not to be considered as an authoritative document in any dispute with respect to the actual decisions.

Table A.1.1

AIR CARRIERS INCLUDED IN THE REVIEW
OF DECISIONS CONCERNING LICENCE AUTHORITIES

Level I

Air Canada
Canadian Pacific Air Lines Limited operating as (o/a) CP Air
Eastern Provincial Airways Ltd.
Nordair Ltée - Nordair Ltd.
Pacific Western Airlines Ltd.
Quebecair
Wardair Canada Inc.

Level II

Air Ontario Limited
Austin Airways Limited
Bradley Air Services Limited/First Air
Jim Pattison Industries Ltd. o/a AirBC
Jim Pattison Industries Ltd. o/a Trans-Provincial Airlines Ltd.
North Canada Air Ltd. o/a Norcanair
Northwest Territorial Airways Ltd.
Time Air (1982) Ltd.

Level III

Aero Arctic Ltd.
Aero Aviation Centre (1981) Ltd.
Aero Trades (Western) Ltd.
Air Atonabee Limited/Cité Express - City Express
Air Creebec Inc.
Air-Dale Limited
Airgava Ltée - Airgava Ltd.
Air Inuit Ltée - Air Inuit Ltd.
Air Niagara Ltd.
Air Saguenay (1980) Inc.
Air Satellite Inc.
Aklavik Flying Service Limited
Angus Aviation Ltd.
Athabaska Airways Ltd.
Aviation Amos M. et J. Inc.
B.C. Yukon Air Service Ltd.
Bearskin Lake Air Service Ltd.
Bonavair Ltd.
Brooker-Wheaton Aviation Ltd.
Buffalo Airways Ltd.
Business Air Services (Toronto) Limited
Business Air Services Limited
Business Flights Ltd.
Bute Air Inc.
Calm Air International Ltd. o/a Calm Air

Canwest Aviation Ltd.
Columbia Airlines Ltd.
Contact Airways Ltd.
ExECAire Inc.
Flight Center Victoria
Flightexec Limited
Forest Industries Flying Tankers Limited
Futura Airlines Limited
Highwood Air Service Ltd.
Ilford-Riverton Airways Ltd.
Inter City Air
Interflite Aviation Ltd.
Interflite Aviation Services Inc.
Kenn Borek Air Ltd.
La Ronge Aviation Services Ltd.
Labrador Airways Limited
Laurentide Aviation Ltd.
Maple Air Services Ltd.
Meridian Aviation Ltd.
Millardair Ltd.
Nahanni Air Services Ltd.
norOntair
North Cariboo Flying Service Ltd.
North Coast Air Services Ltd.
Northern Thunderbird Air Ltd.
Northward Airlines Ltd.
Northwestern Flying Services Limited
Ontario Central Airlines Ltd.
Peace Air Limited
Pem-Air Limited
Peninsula Air Service Limited
Perimeter Airlines (Inland) Ltd.
Perimeter Aviation Ltd.
Powell Air Ltd.
Propair Inc.
Ptarmigan Airways Ltd.
Québec Aviation Ltée - Quebec Aviation Ltd.
Regionair
Rotor Lease Limited
Shirley Air Services Ltd.
Simpson Air (1981) Ltd.
Skycharter Limited
Slate Falls Airways Limited
Soundair Corporation/Commuter Express
South West Air Limited
Southern Frontier Air Transport Ltd. o/a Southern Frontier Airlines
Toronto Airways Limited o/a Torontair
Trans North Turbo Air Limited o/a Trans North Air
Tye Airways Ltd.
Voyageur Airways Limited
Wapiti Aviation Ltd.
Wilderness Airline (1975) Ltd.
Worldways Canada Ltd.

Table A.1.2

DEFINITIONS OF CARRIER LEVELS I, II AND III

Level I

Comprising any air carrier that, in each of the two years immediately preceding the reporting year,

- (i) was licensed to operate a Class 1, 2, 3, 4, 8, 9-2, 9-3 or 9-4 fixed wing commercial air service,
- (ii) carried, under its licences to operate the services listed in subparagraph (i),
 - (a) five hundred thousand or more enplaned passengers,
 - (b) one hundred thousand or more tonnes of enplaned goods, or
 - (c) both the passengers and goods referred to in clauses (a) and (b), and
- (iii) derived annual gross revenues of five hundred thousand dollars or more from the operation of all its licensed commercial air services.

Level II

Comprising any air carrier not assigned to reporting Level I that, in each of the two years immediately preceding the reporting year,

- (i) was licensed to operate a Class 1, 2, 3, 4, 8, 9-2, 9-3 or 9-4 fixed wing commercial air service,
- (ii) carried under its licences to operate the services listed in subparagraph (i),
 - (a) more than fifty thousand enplaned passengers,
 - (b) more than ten thousand tonnes of enplaned goods, or
 - (c) both the passengers and goods referred to in clauses (a) and (b), and
- (iii) derived annual gross revenues of five hundred thousand dollars or more from the operation of all its licensed commercial air services.

Level III

Comprising any air carrier not assigned to reporting Level I, Level II, Level V, Level VI or Level VII respectively, that

- (i) during any part of the reporting year, was licensed to operate a Class 1, 2, 8 or 9-2 fixed wing commercial air service, or
- (ii) in each of the two years immediately preceding the reporting year, derived annual gross revenues of five hundred thousand dollars or more from the operation of all its licensed commercial air services.

Table A.1.3

DEFINITIONS OF CLASSES OF SERVICE REFERRED TO
IN THE REVIEW OF DECISIONS CONCERNING LICENCE AUTHORITIES

Class 1

Scheduled commercial air service, being a service that is operated wholly within Canada and that is required to provide public transportation of persons, goods or mail by aircraft, serving points in accordance with a service schedule at a toll per unit of traffic.

Class 2

Regular Specific Point commercial air service, being a service that is operated wholly within Canada and that is required to provide, to the extent that facilities are available, public transportation of persons, goods or mail by aircraft, serving points in accordance with a service pattern at a toll per unit of traffic.

Class 3

Specific Point commercial air service, being a service that is operated wholly within Canada and that offers public transportation of persons, goods or mail by aircraft, serving points consistent with traffic requirements and operating conditions at a toll per unit of traffic.

Class 4

Charter commercial air service, being a service that is operated wholly within Canada and that offers public transportation, on reasonable demand, of persons or goods from the base specified or the protected base denoted in the licence issued for that commercial air service at a toll per kilometre or per hour for the charter of an entire aircraft, or at such other tolls as may be allowed by the Air Transport Committee, and includes recreational flying.

Class 8

International Scheduled commercial air service, being a service that is operated between points in Canada and points in any other country and that is required to provide public transportation of persons, goods or mail by aircraft, serving such points in accordance with a service schedule at a toll per unit of traffic.

Class 9-2

International Regular Specific Point commercial air service, being a service that is operated between points in Canada and points in any other country and that is required to provide, to the extent that facilities are available, public transportation of persons, goods or mail by aircraft, serving such points in accordance with a service pattern at a toll per unit of traffic.

Class 9-3

International Specific Point commercial air service, being a service that is operated between points in Canada and points in any other country and that offers public transportation of persons, goods or mail by aircraft, serving such points consistent with traffic requirements and operating conditions at a toll per unit of traffic.

Class 9-4

International Charter commercial air service, being a service that is operated between Canada and any other country and that offers public transportation, on reasonable demand, of persons or goods at a toll per kilometre or per hour for the charter of the entire aircraft, or at a toll on such other basis as may be allowed by the Air Transport Committee.

Source: Statistics Canada, Air Carrier Operations in Canada,
Catalogue 51-002.

Table A.1.4

DEFINITIONS OF AIRCRAFT WEIGHT GROUPS REFERRED TO
IN THE REVIEW OF DECISIONS CONCERNING LICENCE AUTHORITIES

Group A

Having a maximum authorized take-off weight on wheels not greater than 4 300 pounds (1 950 kg).

Group B

Having a maximum authorized take-off weight on wheels greater than 4 300 pounds (1 950 kg), but not greater than 7 000 pounds (3 175 kg).

Group C

Having a maximum authorized take-off weight on wheels greater than 7 000 pounds (3 175 kg), but not greater than 18 000 pounds (8 165 kg).

Group D

Having a maximum authorized take-off weight on wheels greater than 18 000 pounds (8 165 kg), but not greater than 35 000 pounds (15 876 kg).

Group E

Having a maximum authorized take-off weight on wheels greater than 35 000 pounds (15 876 kg), but not greater than 75 000 pounds (34 020 kg).

Group F

Having a maximum authorized take-off weight on wheels greater than 75 000 pounds (34 020 kg), but not greater than 150 000 pounds (68 040 kg).

Group G

Having a maximum authorized take-off weight on wheels greater than 150 000 pounds (68 040 kg), but not greater than 350 000 pounds (158 760 kg).

Group H

Having a maximum authorized take-off weight on wheels greater than 350 000 pounds (158 760 kg).

Source: Directory of Canadian Commercial Air Services.

Table A.2

DECISIONS CONCERNING NEW DOMESTIC LICENCE AUTHORITIES

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
7844	01-27	Bradley Air Services Ltd. o/a First Air/ La Sarre Air Services Ltd.	- upholds Decision No. 6707 dated March 23, 1982 which, inter alia: (1) approved an application by Bradley Air Services Ltd. for authority to operate a Class 2 Regular Specific Point commercial air service using fixed wing aircraft in Group E serving the points Ottawa, Ontario, Val d'Or and Rouyn/Noranda, P.Q. and (2) denied an application by La Sarre Air Services Ltd. for authority to operate a Class 2 Regular Specific Point commercial air service using fixed wing aircraft in Group D to serve the points Rouyn/Noranda, Val d'Or and Gatineau, P.Q.
7870	02-16	Worldways Canada Ltd.	- application for authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services from a base at Calgary, Alberta using Group G fixed wing aircraft--denied, (see also Table A.4).
7960	04-06	South West Air Ltd.	- authority to operate a Class 3 Specific Point commercial air service using Group B fixed wing aircraft serving the points Windsor and Hamilton, Ontario--approved, (see also Table A.3.1).
8043	05-24	North Canada Air Ltd. o/a Norcanair	- authority to operate a Class 2 Regular Specific Point commercial air service serving Saskatoon, North Battleford, and Lloydminster, Saskatchewan and Edmonton, Alberta using fixed wing aircraft in Groups C and E--approved, (see also Table A.3.1).
8072	06-06	Kenn Borek Air Ltd.	- authority to operate a Class 3 Specific Point commercial air service using fixed wing aircraft in Group C, serving the points Prince George, Smithers, Terrace and Prince Rupert, B.C.--approved.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8095	06-15	Air Ontario Limited	- in accordance with the Minister's Certified Opinion, Decision No. 7669 dated October 5, 1983 is varied and Licence No. A.T.C. 1641/66 Non-Scheduled (NS) is amended by adding the points Sudbury and North Bay, Ontario.
8096	06-19	Air Atonabee Limited	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services from a base at Toronto Island Airport, Ontario using Group C fixed wing aircraft--approved, (see also Table A.4).
8113	06-28	Québec Aviation Ltée Quebec Aviation Ltd.	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services from a base at Gatineau P.Q., using Groups B and C fixed wing aircraft--approved, (see also Table A.4).
8114	06-22	Québec Aviation Ltée Quebec Aviation Ltd.	- authority to operate a Class 2 Regular Specific Point commercial air service, serving the points Montreal and Gatineau, P.Q. using fixed wing aircraft in Groups B and C--approved with restrictions.
8117	06-21	Contact Airways Ltd.	- authority to operate a Class 4 Charter commercial air service from a base at Fort Chipewyan, Alberta using Groups B and C fixed wing aircraft--approved.
8123	06-28	Voyageur Airways Limited	- authority to operate a Class 2 Regular Specific Point commercial air service serving the points North Bay and Toronto International Airport, Ontario using fixed wing aircraft in Groups B and C--approved.
8129	06-29	North Cariboo Flying Service Ltd.	- varies Decision No. 6602 and denies the application of Armbuster Industries Inc. for a Class 4, Groups A, B and C Charter authority based at Fort St. John, B.C.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8160	07-10	Pacific Western Airlines Ltd.	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services from a base at Calgary, Alberta using Groups F and G fixed wing aircraft--approved, (see also Table A.4).
8248	08-08	Jim Pattison Industries Ltd. o/a AirBC	- authority to operate a Class 2 Regular Specific Point commercial air service, serving Vancouver, Williams Lake, and Quesnel, B.C. using fixed wing aircraft in Group E--approved.
8252	08-09	Austin Airways Limited	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services from a base at Thompson, Manitoba using Group E aircraft--denied, (see also Tables A.3.4 and A.4).
8256	08-10	Bute Air Inc.	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services from a base at Vancouver International Airport, B.C. using fixed wing aircraft in Groups A and B--approved, (see also Table A.4).
8267	08-16	Jim Pattison Industries Ltd. o/a Trans-Provincial Airlines Ltd.	- authority to operate a Class 3 Specific Point commercial air service, serving Prince Rupert and Port Simpson, B.C. using fixed wing aircraft in Groups A, B and C--approved.
8293	08-29	Québec Aviation Ltée Quebec Aviation Ltd.	- authority to operate a Class 2 Regular Specific Point commercial air service, serving the points Quebec and Charlevoix/Murray Bay, P.Q. using fixed wing aircraft in Groups B and C--denied.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8299	08-29	Nordair Ltée Nordair Ltd./ Air Inuit Ltée Air Inuit Ltd.	- application for review of Temporary Authority granted by Telex dated July 29, 1983 to Air Inuit Ltée - Air Inuit Ltd. to operate a Class 3 unit toll service between Québec, Saguenay/Bagotville and La Grande-2, P.Q. with a Gulfstream G1 Group E aircraft with the restriction of no local traffic between Quebec and Saguenay/Bagotville, P.Q.--telex decision upheld.
8303	08-30	Air Saguenay (1980) Inc.	- authority to operate a Class 4 Charter commercial air service using fixed wing aircraft in Groups A, B and C from a base at Chutes-des-Passes, P.Q.--approved with modifications.
8352	09-21	Austin Airways Limited	- authority to operate a Class 2 Regular Specific Point commercial air service, serving the points Marathon, Manitouwadge and Toronto, Ontario using Groups C, D and E fixed wing aircraft--approved in part.

Table A.3.1

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
AMENDMENTS TO ADD POINT(S)

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
7802	01-05	Calm Air International Ltd. o/a Calm Air	- addition of point Laurie River, Manitoba to Licence No. A.T.C. 1433/63(NS)--approved.
7806	01-10	Quebecair	- amendment of Licence No. A.T.C. 448/49(NS) by changing the point Mingan to Hâvre St-Pierre, P.Q.-- approved.
7821	01-18	Kenn Borek Air Ltd.	- addition of points Holman and Coppermine, N.W.T. to Licence No. A.T.C. 3469/83(NS)--approved with restrictions.
7854	02-06	North Coast Air Services Ltd.	- addition of point Digby Island to Licence No. A.T.C. 2063/71(NS)-- approved with restrictions.
7876	02-16	Bearskin Lake Air Service Ltd.	- addition of points Marathon and Manitouwadge, Ontario to Licence No. A.T.C. 2653/77(NS)--approved.
7933	03-23	Northwest Territorial Airways Ltd.	- addition of point Norman Wells to Licence Nos. A.T.C. 2852/78(NS) and 1808/68(NS)--approved with restrictions.
		Nahanni Air Services Ltd.	- addition of points Fort Simpson, Wrigley, and Hay River, N.W.T. to Licence No. A.T.C. 3282/81(NS)-- denied.
		Buffalo Airways Ltd.	- addition of point Fort Simpson, N.W.T. to Licence No. A.T.C. 3342/82(NS)--approved.
7938	03-26	North Cariboo Flying Service Ltd.	- addition of points Tumbler Ridge and Prince George, B.C. to Licence No. A.T.C. 3185/80(NS)--approved with restrictions.
7960	04-06	Air Atonabee Limited	- addition of points Windsor and Hamilton, Ontario to Licence Nos. A.T.C. 3198/80(NS), A.T.C. 2325/74(NS) and A.T.C. 3115/80(NS)-- denied, (see also Table A.2).

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
7989	05-02	Austin Airways Limited	- addition of points Kenora/Minaki, Ontario to Licence No. A.T.C. 338/48(NS)--denied.
7999	05-08	Austin Airways Limited	- upholds Decision No. 7482 dated July 14, 1983 which approved with waiver of route protection an application by Austin Airways Limited to add the point Kapuskasing, Ontario to Licence No. A.T.C. 1033/59(NS).
8001	05-08	Toronto Airways Limited o/a Torontair	- addition of point Trenton, Ontario to Licence No. A.T.C. 3046/79(NS)--approved.
8027	05-16	Austin Airways Limited	- addition of points Marathon, Manitouwadge and Timmins, Ontario to Licence No. A.T.C. 338/48(NS)--approved.
8043	05-24	Southern Frontier Air Transport Ltd.	- addition of point Saskatoon to Licence Nos. A.T.C. 3318/81(NS) and 3314/81(NS)--approved, (see also Table A.2).
8112	06-22	Bearskin Lake Air Service Ltd.	- addition of points Dryden and Minaki, Ontario to Licence No. A.T.C. 2653/77(NS)--approved.
8121	06-22	Québec Aviation Ltée- Quebec Aviation Ltd.	- addition of point Dolbeau, P.Q. to Licence No. A.T.C. 3306/81(NS)--approved with restriction.
8170	07-16	Labrador Airways Limited	- addition of point Stephenville, Nfld. to Licence Nos. A.T.C. 466/50(NS) and 2347/74(NS)--approved.
8177	07-18	Jim Pattison Industries Ltd. o/a AirBC	- extension of the period to May 31, 1985 during which the Licensee may serve Port Hardy and Campbell River under Licence No. A.T.C. 2338/74(NS)--approved.
8291	08-24	Time Air (1982) Ltd.	- addition of point Castlegar, B.C. to Licence No. A.T.C. 1645/66(NS)--approved.
8305	08-31	Jim Pattison Industries Ltd. o/a AirBC	- addition of point Whistler (Pemberton Airport), B.C. to Licence No. A.T.C. 3235/81(NS)--approved.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8369	09-28	Nordair Ltée Nordair Ltd.	- addition of point Dolbeau/St. Méthode P.Q. to Licence No. A.T.C. 2185/72(NS)--approved with modifications.
		Quebecair	- addition of point Roberval/Dolbeau (St. Méthode Airport), P.Q. to Licence No. A.T.C. 725/54(NS)-- denied, (see also Table A.3.5).

Table A.3.2

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
AMENDMENTS TO SUSPEND POINT(S) OR LIFT SUSPENSION OF POINT(S)

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
7811	01-10	Pem-Air Limited	- application for further suspension in respect of point Chatham, Ontario under Licence No. A.T.C. 1952/70(NS) --approved.
7817	01-12	Meridian Aviation Ltd.	- application for suspension of Licence Nos. A.T.C. 2239/73 Charter/Specialty (C) and A.T.C. 541/75 Canada (CF) for a period of 60 days--approved.
7823	01-20	Nordair Ltée Nordair Ltd.	- application for a further suspension of Licence No. A.T.C. 1852/69 Scheduled (S) in respect of point Windsor, Ontario for a period of one year--approved.
7839	01-30	Business Air Services Limited	- application for suspension of Licence Nos. A.T.C. 2571/76(C) and A.T.C. 560/76(CF) until June 1, 1984--approved.
8002	05-09	Meridian Aviation Ltd.	- application for the extension of the suspension of Licence Nos. A.T.C. 2239/73(C) and A.T.C. 541/75(CF) granted by Decision No. 7817 dated January 12, 1984, for a period of 60 days--approved.
8054	05-31	B.C. Yukon Air Service Limited	- application for the rescission of Decision No. 7787, dated December 12, 1983 suspending Licence No. A.T.C. 3153/80(C) to May 30, 1984; and the suspension of Licence No. A.T.C. 2204/72(NS) for a period of one year --approved.
8133	07-03	North Cariboo Flying Service Ltd.	- application for renewal of Licence No. A.T.C. 3185/80(NS) for a period of one year, and for suspension of the points Hudson's Hope, B.C. and Grande Prairie, Alberta--approved, (see also Table A.3.5).

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8179	07-19	Business Air Services Limited	- application for further suspension of Licence Nos. A.T.C. 2571/76(C) and A.T.C. 360/76 (CF) for a period up to December 31, 1984--approved.
8294	08-30	Meridian Aviation Ltd.	- application for further suspension of Licence Nos. A.T.C. 2239/73(C) and A.T.C. 541/75(CF) granted by Decision No. 8002 dated May 9, 1984, for a period of 60 days--approved.
8367	09-28	Nordair Ltée Nordair Ltd.	- application for removal of the suspension of Licence No. A.T.C. 1852/69(S) in respect of the point Windsor, Ontario--approved.

Table A.3.3

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
AMENDMENTS TO OPERATING CONDITIONS

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
7868	02-16	Propair Inc.	- application to cancel the waiver of base protection given in Decision No. 3436 dated July 18, 1972 to all carriers operating fixed wing aircraft out of Matagami, P.Q.-- approved.
7998	05-08	Pacific Western Airlines Limited	- outlines Reasons for Decision No. 6995 denying the deletion of Condition No. 2 from Licence No. A.T.C. 1788/68(S) which prohibits the provision of non-stop services between Winnipeg and Calgary and Winnipeg and Edmonton.
8079	06-07	Toronto Airways Limited o/a Torontair	- application to upgrade Class 3 Specific Point commercial air service under Licence No. A.T.C. 2920/78(NS) to a Class 2 Regular Specific Point commercial air service--approved.
8091	06-12	Pacific Western Airlines Ltd.	- in accordance with the Minister's Certified Opinion and the Minister's statement on the "New Canadian Air Policy" the A.T.C. determined the Public Hearing referred to in Decision No. 7686 dated October 20, 1983 to discuss Domestic Regional Air Carrier Policy was no longer required and also deleted Condition No. 2 of Licence No. A.T.C. 1831/68(S) and Condition No. 3 of Licence No. A.T.C. 1851/69(S) which restricted P.W.A. to a total of two round trips per day between Calgary-Vancouver; and Condition No. 2 of Licence No. A.T.C. 2546/76(S) which restricts P.W.A. to a total of two round trips per day between Edmonton-Vancouver.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8122	06-26	Pacific Western Airlines Ltd.	- Condition No. 3 of Licence No. A.T.C. 1788/68(S) prohibiting the operation between Regina and Saskatoon and between Calgary and Edmonton is amended to prohibit the carrying of local traffic between the points Regina and Saskatoon.
8136	06-29	Soundair Corporation	- application for the amendment of Licence No. A.T.C. 2248/73(C) by deleting Condition Nos. 4 and 5 and the amendment of Licence No. A.T.C. 501/74(CF) by deleting Condition No. 3 which permit in each case only courier type service--denied.
8175	07-18	Wapiti Aviation Ltd.	- application for the amendment of Licence No. A.T.C. 2518/76(NS) by deleting Condition No. 2 which requires an intermediate stop between Edmonton and Grande Prairie and between Edmonton and Peace River-- approved.
8206	07-27	Quebecair	- application for the amendment of Licence No. A.T.C. 453/49(S) by removing Condition No. 2 which permits the operation of one non-stop flight per day in each direction between Montreal and Sept-Iles for a period of two years from February 23, 1982--approved.

Table A.3.4

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
AMENDMENTS TO WEIGHT GROUP CONDITIONS

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
7816	01-16	Air Inuit Ltée Air Inuit Ltd.	- application for suspension of Licence No. A.T.C. 3591/83(NS) in respect of the Group B authority for a period of six months--approved.
7843	01-31	Aero Trades (Western) Ltd.	- amendment of Licence Nos. A.T.C. 1005/59(C) and A.T.C. 390/67(CF) by the addition of authority to operate fixed wing aircraft in Group F--denied.
7881	02-22	Austin Airways Limited	- application to make permanent Group E authority under Licence No. A.T.C. 158/47(NS) by deleting provisions in Condition No. 2--approved.
7891	02-27	Powell Air Ltd.	- authority to also operate Group B and C fixed wing aircraft under Licence No. A.T.C. 3237/81(NS)--approved.
7922	03-12	Perimeter Airlines (Inland) Ltd.	- authority to add Group B aircraft under Licence No. A.T.C. 419/49(NS)--approved.
7943	03-28	Calm Air International Ltd. o/a Calm Air	- authority to amend Licence Nos. A.T.C. 1433/63(NS), A.T.C. 540/50(NS), A.T.C. 2651/77(NS) and A.T.C. 3087/80(NS) by adding Group D fixed wing aircraft; and to amend Licence Nos. A.T.C. 540/50(NS) and A.T.C. 3087/80(NS) by adding Group C fixed wing aircraft--approved in part.
7958	03-30	ExECAire Inc.	- application to amend Licence Nos. A.T.C. 1776/68(C) and A.T.C. 391/68(CF) to delete the restriction with respect to the type of Group E aircraft which can be operated; and amend Condition No. 3 of Licence No. A.T.C. 1776/68(C) substituting Groups D and E aircraft for DH-125 and Grumman Gulfstream I propeller type aircraft--approved in part.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
		Exeaire Inc. (cont'd)	- application to amend Licence Nos. A.T.C. 1303/62(C) and A.T.C. 301/62(CF) to delete the restriction with respect to the type of Group E aircraft which can be operated; and amend Condition No. 2 of Licence No. A.T.C. 1303/62(C) substituting Groups D and E aircraft for DH-125, Falcon Fanjet and Grumman Gulfstream I and II aircraft--approved in part.
8021	05-16	Perimeter Airlines (Inland) Ltd.	- authority to also operate Group D fixed wing aircraft under Licence No. A.T.C. 2839/79(NS)--approved.
8063	06-05	Kenn Borek Air Ltd.	- authority to amend Licence Nos. A.T.C. 1606/65(C) and A.T.C. 483/73(CF) by removing the DC-3 type aircraft restriction in Group D--approved.
8070	06-07	Time Air (1982) Ltd.	- application for suspension of Licence Nos. A.T.C. 344/48(C), A.T.C. 155/51(CF), A.T.C. 2309/74(NS) in respect of Group D authority and A.T.C. 1645/66(NS) in respect of groups C and D authorities for a period of one year--approved.
8074	06-06	Perimeter Airlines (Inland) Ltd.	- authority to also operate Group D fixed wing aircraft under Licence No. A.T.C. 2597/76(NS)--approved.
8077	06-06	Air Inuit Ltée Air Inuit Ltd.	- authority to also operate Group E fixed wing aircraft under Licence Nos. A.T.C. 2710/77(NS), A.T.C. 2711/77(C) and A.T.C. 580/77(CF)--approved with restriction.
8097	06-18	Jim Pattison Industries Ltd. o/a AirBC	- cancellation of Licence No. A.T.C. 1795/68(NS) in respect of Group C aircraft and Licence Nos. A.T.C. 218/47(C) and A.T.C. 78/51(CF) in respect of groups A and B aircraft--approved.
8139	07-05	Air Creebec Inc.	- application for suspension of Licence No. A.T.C. 2176/72(C) in respect of Group B authority until November 2, 1984--approved.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8250	08-13	Flightexec Limited	- application for further suspension of Licence Nos. 1837/68(C) and A.T.C. 402/68(CF), in respect of Group C authority, and A.T.C. 67/46(C) and A.T.C. 149/51(CF)--approved.
8252	08-09	Calm Air International Ltd. o/a Calm Air	- application to amend Licence Nos. A.T.C. 3418/82(C) and 789/82(CF) by adding the authority to also operate Group E aircraft--denied, (see also Tables A.2 and A.4).
8301	08-30	Aviation Amos M. et J. Inc.	- application for further suspension of Licence No. A.T.C. 1479/63(C) with respect to the Group C authority for the period up to September 1, 1985--approved.
8306	08-31	Jim Pattison Industries Ltd. o/a AirBC	- amendment of Licence No. A.T.C. 1695/67(NS) by adding Groups D and E fixed wing aircraft and to include authority to transport mail--approved.
8311	08-28	North Cariboo Flying Service Ltd.	- authority to amend Licence Nos. A.T.C. 894/58(C) and A.T.C. 622/78(CF) by deleting the restriction with respect to the number and type of Group D aircraft--approved.
8338	09-18	Business Flights Ltd.	- authority to also operate Group E fixed wing aircraft under Licence Nos. A.T.C. 48/46(C) and A.T.C. 193/51(CF)--approved.
8339	09-18	South West Air Limited	- application for further suspension of Licence Nos. A.T.C. 2932/79(C) and A.T.C. 644/79(CF) in respect of the Group C authority for a period of one year--approved.

Table A.3.5

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
STATUS OF EXPERIMENTAL LICENCES

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8133	07-03	North Cariboo Flying Service Ltd.	- renewal of experimental Licence No. A.T.C. 3185/80(NS) authorizing the operation of a Class 3 Specific Point commercial service using fixed wing aircraft in Groups B and C serving the points Fort St. John, Fort Nelson, Hudson's Hope, Chetwynd, Dawson Creek, Tumbler Ridge and Prince George, B.C. and Grande Prairie, Alberta--approved, (see also Table A.3.2).
8304	08-31	Time Air (1982) Ltd.	- application to renew and amend Licence No. A.T.C. 3300/81(NS) by deleting Condition No. 2 which establishes the licence for an experimental period of three years from September 3, 1981--approved.
8316	08-31	Wardair Canada Inc.	- application to renew and amend Licence No. A.T.C. 3025/79(C) by deleting Condition No. 2 which establishes the licence for an experimental period ending October 31, 1984--approved.
8369	09-28	Nordair Ltée Nordair Ltd.	- addition of point Dolbeau/St. Méthode, P.Q. to Licence No. A.T.C. 2185/72(NS) on an experimental basis --approved with permanent authority, (see also Table A.3.1).

Table A.4

DECISIONS CONCERNING NEW AND EXISTING TRANSBORDER
AND INTERNATIONAL LICENCE AUTHORITIES

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
7870	02-16	Worldways Canada Ltd.	- application for authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services from a base at Calgary, Alberta using fixed wing aircraft in Group G--denied, (see also Table A.2).
7901	02-29	Bradley Air Services Limited o/a First Air/Pilgrim Aviation and Airlines, Inc. o/a Pilgrim Airlines	- authority to operate a Class 9-2 International Regular Specific Point commercial air service, serving the points Ottawa, Ontario, Canada and Boston, Massachussets, U.S.A. using fixed wing aircraft in Group E--approved for both carriers.
7940	03-27	Air Ontario Limited/ Pilgrim Aviation and Airlines, Inc. o/a Pilgrim Airlines	- authority to operate a Class 9-2 International Regular Specific Point commercial air service between the points Toronto, Ontario, Canada and Hartford, Connecticut/Springfield, Massachusetts, U.S.A. (Bradley International Airport at Windsor Locks, Connecticut), using fixed wing aircraft in Group E--approved for both carriers.
7986	04-27	Air Canada	- application by Air Canada for amendment of Licence No. A.T.B. 48/50(CF) and issue of licences to reflect the traffic rights available to the airline designated by the Government of Canada pursuant to Bilateral Air Agreements between the Government of Canada and the Governments of France, Ireland, Switzerland and Belgium--approved.
8096	06-19	Air Atonabee Limited	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services from a base at Toronto Island Airport, Ontario using fixed wing aircraft in Group C --approved, (see also Table A.2).

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8113	06-28	Québec Aviation Ltée Quebec Aviation Ltd.	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services from a base at Gatineau, P.Q., using Groups B and C fixed wing aircraft--approved, (see also Table A.2).
8160	07-10	Pacific Western Airlines Ltd.	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services from a base at Calgary, Alberta using Groups F and G fixed wing aircraft--approved, (see also Table A.2).
8168	07-11	Soundair Corporation	- authority to operate a Class 9-3 International Specific Point commercial air service between the points Toronto, Ontario, Canada and Dayton/Columbus, Ohio, U.S.A., using fixed wing aircraft in Groups C, D and E--approved as Class 9-2.
8180	07-18	Trans North Turbo Air Limited o/a Trans North Air	- application for renewal of Licence No. A.T.C. 3357/82(CF) which authorizes the operation of a Class 8 International Scheduled commercial air service serving the points Whitehorse, Yukon Territory, Canada and Juneau, State of Alaska, U.S.A. being Route F-5, pursuant to the Canada - United States Air Transport Services Agreement of January 17, 1966, as amended May 8, 1974--approved.
8252	08-09	Austin Airways Limited	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services from a base at Thompson, Manitoba using Group E aircraft--denied, (see also Tables A.2 and A.3.4).
8256	08-10	Bute Air Inc.	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services from a base at Vancouver International Airport, B.C. using fixed wing aircraft in Groups A and B--approved, (see also Table A.2).

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8273	09-06	Air Canada	- application to amend Licence No. A.T.B. 48/50(CF) and issue licences to reflect the traffic rights available to the airline designated by the Government of Canada pursuant to Bilateral Air Agreements between the Government of Canada and the Governments of the United Kingdom of Great Britain and Northern Ireland; the Czechoslovak Socialist Republic; the Union of Soviet Socialist Republics; the Scandanavian Territories of Norway, Denmark and Sweden; and pursuant to temporary permission granted by the Austrian Republic--approved.
8298	08-27	Wardair Canada Inc.	- application for authority to operate a Class 8 International Scheduled commercial air service on a route to be operated in both directions serving the points Montreal and/or Toronto, Canada and San Juan, Puerto Rico--approved.
8310	08-31	Jim Pattison Industries Ltd. o/a AirBC	- application for authority to operate a Class 9-2 International Regular Specific Point commercial air service between the points Victoria, B.C., Canada and Seattle, Washington, U.S.A. using Group E aircraft--approved.
8315	08-31	North Canada Air Ltd. o/a Norcanair	- application for authority to operate a Class 9-2 International Regular Specific Point commercial air service between the points Regina, Saskatchewan, Canada and Minneapolis, Minnesota, U.S.A. using Group E aircraft--approved.
8324	09-11	Nordair Ltée Nordair Ltd.	- application for authority to operate Class 8 International Scheduled commercial air service serving the points Montreal, (Mirabel International Airport), P.Q., Canada and Fort Lauderdale, Florida, U.S.A.--approved.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8346	09-18	Air Atonabee Limited	- application for authority to operate Class 8 International Scheduled commercial air services serving the points Montreal (Mirabel International Airport), P.Q., Canada and Newark, New Jersey, U.S.A.; and serving the points Montreal (Mirabel International Airport), P.Q., Canada and Atlantic City, New Jersey, U.S.A. --approved.
8354	09-21	Air Canada	- application for authority to operate a Class 8 International Scheduled commercial air service on a route to be operated in both directions between India and Canada and between Canada and Singapore--approved.
8366	09-28	Air Atonabee Limited o/a City Express Cité Express	- application for authority to operate a Class 9-2 International Regular Specific Point commercial air service between the points Hamilton, Ontario, Canada and Pittsburgh, Pennsylvania, U.S.A. using Group E aircraft--approved.

PART B

S E R V I C E S

This part of the report provides information on the level of air service provided at and between Canadian communities.

Tables B.1 through B.16 identify the number of flight departures and the number of departing seats on southern and northern domestic, transborder and international services out of 211 (1984) Canadian communities.

Tables B.17 through B.19 provide information on the convenience of service schedules between the eight largest hub airports in Canada.

Explanatory notes accompany each set of tables.

SCHEDULED CARRIER ACTIVITY AT CANADIAN AIRPORTS: NOTES FOR TABLES B.1-B.16

Flight Selection

The accompanying tables summarize scheduled carrier activity at Canadian airports by sector and equipment type during the week of August 15-21 for the years 1978, 1983 and 1984.

The tables include all scheduled departures listed in the Official Airline Guide. This listing reports intended scheduled operations which, it is cautioned, may differ from actual results. Moreover, it is pointed out that because of licence restrictions related to the carriage of local traffic on certain flights and because of the routing of flights and the itineraries of passengers, all the capacity (seats) may not be available for departing passengers out of the individual airports.

Charter, all-cargo and other flights not listed in the Official Airline Guide are not reported in the tables.

Capacities

The accompanying tables separate jet and non-jet operations so as to distinguish between the operations of major carriers and local service carriers.

Within these two groups of aircraft a standard seating capacity, measured by available seats, is assigned to each aircraft type in a carrier's fleet.

In some cases, the use of the standard seating capacity only approximates actual seat volumes; for example, where:

- a) a particular carrier configures one aircraft as all-economy and another aircraft of the same type as seating both first class and economy passengers. In such cases, the most common seat configuration employed by the carrier is used.
- b) seating capacity varies depending upon the specific model of an aircraft. Where the different models could not be distinguished, an average figure is used weighted by the number of each model within an airline's fleet.
- c) operations, as in northern Canada, involve the use of part of the passenger cabin for cargo. The seating capacity in such cases has been adjusted where necessary.

Market Segregation

Airport activity, as shown in the tables is provided for three years, 1978 (Tables B.1-B.5), 1983 (Tables B.6-B.10) and 1984 (Tables B.11-B.15). For each year, airport activity is separated into four sectors: southern domestic, northern domestic, transborder and international. A composite table aggregating activity in the four sectors is provided for each year. The last table in this series on airport activity (Table B.16) provides summary information by year and by sector.

The dividing line separating the southern domestic and northern domestic sectors is defined by:

- a) the 50th parallel from the Atlantic Ocean to the Ontario-Manitoba boundary,
- b) the diagonal joining the 50th parallel at the Ontario-Manitoba boundary to the 53rd parallel at the Manitoba-Saskatchewan boundary, and
- c) the 55th parallel from the Manitoba-Saskatchewan boundary to the British Columbia-Alaska boundary.

Domestic flights which have the departure and/or the arrival airport in northern Canada are included in the northern domestic sector. This sector thus includes flights between northern Canada and southern Canada, as well as flights entirely within northern Canada. Domestic flights which have both the departure and arrival airports in southern Canada are assigned to the southern domestic sector. Domestic portions of transborder and international flights are not included in either domestic sector.

The transborder sector includes all flights operated between Canada and the United States by a Canadian or American carrier. The transborder sector also includes domestic portions operated by:

- a) American carriers, and
- b) Canadian carriers where no local traffic is permitted (because of customs procedures) and the flight begins or ends in the United States.

The international sector includes all flights between Canada and countries other than the United States. The international sector also includes:

- a) domestic and transborder portions of flights operated by foreign carriers, and
- b) domestic portions of Canadian carrier flights which begin or end in a foreign country. These flight portions may have local traffic restrictions and, if not, carry little domestic traffic.

TABLE B.1
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Atikokan, Ont.	0	0	24	480	24	480
Baie-Comeau, Qué.	8	632	11	440	19	1072
Bella Bella, B.C.	0	0	13	130	13	130
Bella Coola, B.C.	0	0	13	130	13	130
Bonaventure, Qué.	0	0	13	195	13	195
Calgary, Alta.	336	44121	93	2290	429	46411
Campbell River, B.C.	14	1666	0	0	14	1666
Castlegar, B.C.	18	2142	15	90	33	2232
Chapleau, Ont.	0	0	19	380	19	380
Charlo, N.B.	6	714	10	150	16	864
Charlottetown, P.E.I.	33	3770	14	560	47	4330
Chatham, N.B.	6	714	0	0	6	714
Chibougamau, Qué.	0	0	11	300	11	300
Cochrane, Ont.	0	0	3	60	3	60
Comox, B.C.	19	2261	18	360	37	2621
Cranbrook, B.C.	26	3094	27	162	53	3256
Deer Lake, Nfld.	33	3927	0	0	33	3927
Dryden, Ont.	28	3200	18	360	46	3560
Duncan, B.C.	0	0	12	120	12	120
Earlton, Ont.	0	0	24	480	24	480
Edmonton (International), Alta.	167	24465	0	0	167	24465
Edmonton (Municipal), Alta.	95	11305	17	460	112	11765
Elliot Lake, Ont.	0	0	27	540	27	540
Fort Frances, Ont.	0	0	18	360	18	360
Fredericton, N.B.	42	4487	7	280	49	4767
Gander, Nfld.	51	5950	0	0	51	5950
Gaspé, Qué.	0	0	30	1150	30	1150
Gillies Bay, B.C.	0	0	36	720	36	720
Grand Forks, B.C.	0	0	5	30	5	30
Halifax, N.S.	200	26129	20	800	220	26929
Hamilton, Ont.	33	3927	2	84	35	4011
Iles-de-la-Madeleine, Qué.	0	0	21	840	21	840
Kamloops, B.C.	41	4879	43	636	84	5515
Kapuskasing, Ont.	0	0	23	460	23	460
Kelowna, B.C.	53	6307	38	382	91	6689
Kenora, Ont.	0	0	14	286	14	286
Kingston, Ont.	0	0	45	1035	45	1035
Kirkland Lake, Ont.	0	0	18	360	18	360
La Malbaie, Qué.	0	0	2	30	2	30
Lethbridge, Alta.	0	0	47	1200	47	1200
London, Ont.	21	2142	95	4750	116	6892
Masset, B.C.	0	0	26	260	26	260
Matagami, Qué.	0	0	7	240	7	240
Medicine Hat, Alta.	0	0	29	630	29	630
Moncton, N.B.	39	4216	14	560	53	4776
Mont-Joli, Qué.	15	1185	33	870	48	2055
Montréal (Dorval), Qué.	477	59960	52	1738	529	61698
Montréal (Mirabel), Qué.	14	1428	35	1106	49	2534

TABLE B.1 (cont.)
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Namu, B.C.	0	0	7	70	7	70
Nanaimo Harbour, B.C.	0	0	47	940	47	940
Nanaimo, B.C.	0	0	133	1890	133	1890
North Bay, Ont.	42	4284	45	873	87	5157
Ocean Falls, B.C.	0	0	13	130	13	130
Ottawa, Ont./Hull, Qué.	309	35515	55	1673	364	37188
Pembroke, Ont.	0	0	23	207	23	207
Penticton, B.C.	45	5355	23	208	68	5563
Peterborough, Ont.	0	0	30	1230	30	1230
Pincher Creek, Alta.	0	0	10	200	10	200
Port Hardy, B.C.	13	1547	0	0	13	1547
Powell River, B.C.	0	0	44	880	44	880
Prince Albert, Sask.	0	0	15	630	15	630
Prince George, B.C.	38	4574	21	420	59	4994
Prince Rupert (Seal Cove), B.C.	0	0	54	540	54	540
Prince Rupert, B.C.	15	1785	46	510	61	2295
Québec, Qué.	119	10358	58	2145	177	12503
Quesnel, B.C.	6	714	10	200	16	914
Red Deer, Alta.	0	0	10	200	10	200
Regina, Sask.	83	9187	16	672	99	9859
Rivière-du-Loup, Qué.	0	0	7	105	7	105
Roberval, Qué.	0	0	6	90	6	90
Rouyn/Noranda, Qué.	13	1326	6	240	19	1566
Saguenay/Bagotville, Qué.	23	2217	17	530	40	2747
Saint John, N.B.	56	6034	14	560	70	6594
Sandspit, B.C.	7	833	18	180	25	1013
Sarnia, Ont.	0	0	30	1500	30	1500
Saskatoon, Sask.	83	9114	27	1134	110	10248
Sault Ste. Marie, Ont.	42	4628	28	560	70	5188
Smithers, B.C.	7	833	10	200	17	1033
St. John's, Nfld.	72	10255	0	0	72	10255
Stephenville, Nfld.	30	3332	0	0	30	3332
Sudbury, Ont.	42	4284	41	856	83	5140
Sydney/Glace Bay, N.S.	42	4641	6	240	48	4881
Tahsis, B.C.	0	0	7	70	7	70
Terrace/Kitimat, B.C.	18	2142	10	200	28	2342
Thunder Bay, Ont.	82	8868	13	260	95	9128
Timmins, Ont.	21	2142	50	1000	71	3142
Tofino, B.C.	0	0	7	70	7	70
Toronto (Island), Ont.	0	0	10	230	10	230
Toronto (Pearson Int'l), Ont.	682	99746	93	4322	775	104068
Val d'Or, Qué.	41	4248	15	525	56	4773
Vancouver Harbour, B.C.	0	0	141	2700	141	2700
Vancouver, B.C.	427	60826	204	3040	631	63866
Victoria Harbour, B.C.	0	0	75	1500	75	1500
Victoria, B.C.	77	9408	0	0	77	9408
Wawa, Ont.	0	0	19	380	19	380
Williams Lake, B.C.	6	714	32	640	38	1354

TABLE B.1 (cont.)
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Windsor, Ont.	53	5593	0	0	53	5593
Winnipeg, Man.	275	32153	2	46	277	32199
Yarmouth, N.S.	7	714	0	0	7	714
Total	4551	569991	2590	61290	7141	631281

TABLE B.2
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	7	70	7	70
Akulivik, Qué.	0	0	3	60	3	60
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Asbestos Hill, Qué.	3	168	0	0	3	168
Attawapiskat, Ont.	0	0	6	240	6	240
Baie-Comeau, Qué.	2	158	7	280	9	438
Baie-du-Vieux-Fort, Qué.	0	0	10	100	10	100
Baie-Johan-Beetz, Qué.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	3	174	3	174
Berens River, Man.	0	0	24	348	24	348
Blanc-Sablon, Qué.	0	0	10	250	10	250
Bonaventure, Qué.	0	0	8	120	8	120
Cambridge Bay, N.W.T.	3	168	0	0	3	168
Cape Dorset, N.W.T.	0	0	1	20	1	20
Charlo, N.B.	0	0	3	45	3	45
Chevery, Qué.	0	0	20	500	20	500
Churchill Falls, Nfld.	9	1071	0	0	9	1071
Churchill, Man.	18	1482	13	754	31	2236
Cochrane, Ont.	0	0	3	60	3	60
Coral Harbour, N.W.T.	0	0	1	58	1	58
Cross Lake, Man.	0	0	12	240	12	240
Dawson City, Y.T.	0	0	8	336	8	336
Dawson Creek, B.C.	14	1666	0	0	14	1666
Deer Lake, Nfld.	5	595	0	0	5	595
Eastmain River, Qué.	0	0	10	200	10	200
Edmonton (International), Alta.	61	6188	0	0	61	6188
Edmonton (Municipal), Alta.	18	2142	11	330	29	2472
Eskimo Point, N.W.T.	0	0	4	232	4	232
Flin Flon, Man.	13	1327	0	0	13	1327
Fort Albany, Ont.	0	0	12	480	12	480
Fort Chipewyan, Alta.	6	336	0	0	6	336
Fort Franklin, N.W.T.	0	0	2	20	2	20
Fort George, Qué.	0	0	10	200	10	200
Fort Good Hope, N.W.T.	0	0	6	60	6	60
Fort McMurray, Alta.	24	2478	0	0	24	2478
Fort McPherson, N.W.T.	0	0	6	92	6	92
Fort Nelson, B.C.	14	1666	0	0	14	1666
Fort Norman, N.W.T.	0	0	2	20	2	20
Fort Simpson, N.W.T.	3	357	0	0	3	357
Fort Smith, N.W.T.	12	1302	0	0	12	1302
Fort St. John, B.C.	52	6188	0	0	52	6188
Frobisher Bay, N.W.T.	11	616	1	26	12	642
Gagnon, Qué.	7	553	2	80	9	633
Gaspé, Qué.	0	0	2	30	2	30
Gethsémani, Qué.	0	0	10	100	10	100
Gillam, Man.	3	225	4	232	7	457
Gods Lake Narrows, Man.	0	0	24	348	24	348
Gods River, Man.	0	0	6	120	6	120

TABLE B.2 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Goose Bay, Nfld.	17	1834	0	0	17	1834
Grande Prairie, Alta.	28	3332	11	330	39	3662
Halifax, N.S.	3	168	0	0	3	168
Hall Beach, N.W.T.	2	112	1	26	3	138
Hay River, N.W.T.	12	1428	0	0	12	1428
High Level, Alta.	6	714	0	0	6	714
Inoucdjouac, Qué.	0	0	12	240	12	240
Inuvik, N.W.T.	12	735	26	548	38	1283
Island Lake, Man.	0	0	18	294	18	294
Ivujivik, Qué.	0	0	2	40	2	40
Kashechewan, Ont.	0	0	8	320	8	320
Kégashka, Qué.	0	0	10	100	10	100
Kenora, Ont.	0	0	14	286	14	286
Kuuqjuaq (Fort Chimo), Qué.	10	560	0	0	10	560
La Grande, Qué.	18	2102	0	0	18	2102
La Ronge, Sask.	0	0	18	756	18	756
La Tabatière, Qué.	0	0	10	100	10	100
Little Grand Rapids, Man.	0	0	18	294	18	294
Lynn Lake, Man.	5	551	0	0	5	551
Mayo, Y.T.	0	0	6	252	6	252
Mingan, Qué.	0	0	23	830	23	830
Mont-Joli, Qué.	13	1067	1	15	14	1082
Montréal (Dorval), Qué.	25	1872	0	0	25	1872
Moosonee, Ont.	0	0	24	732	24	732
Nanisivik, N.W.T.	2	112	0	0	2	112
Natashquan, Qué.	0	0	12	330	12	330
Norman Wells, N.W.T.	7	392	8	80	15	472
Norway House, Man.	0	0	17	530	17	530
Oxford House, Man.	0	0	18	294	18	294
Peace River, Alta.	12	1428	0	0	12	1428
Pickle Lake, Ont.	0	0	6	120	6	120
Port-Menier, Qué.	0	0	5	75	5	75
Poste-de-la-Baleine, Qué.	4	224	12	240	16	464
Povungnituk, Qué.	0	0	10	200	10	200
Prince Albert, Sask.	0	0	6	252	6	252
Prince George, B.C.	26	3094	0	0	26	3094
Prince Rupert, B.C.	0	0	10	100	10	100
Québec, Qué.	21	1620	0	0	21	1620
Rankin Inlet, N.W.T.	0	0	10	580	10	580
Red Lake, Ont.	0	0	19	401	19	401
Red Sucker Lake, Man.	0	0	6	120	6	120
Resolute Bay, N.W.T.	5	343	0	0	5	343
Rupert House, Qué.	0	0	10	200	10	200
Saguenay/Bagotville, Qué.	6	674	0	0	6	674
Salluit, Qué.	0	0	3	60	3	60
Sanikiluaq, N.W.T.	0	0	10	200	10	200
Saskatoon, Sask.	0	0	5	210	5	210
Schefferville, Qué.	7	553	0	0	7	553

TABLE B.2 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Sept-Iles, Qué.	60	4834	39	1060	99	5894
St.-Augustin, Qué.	0	0	10	100	10	100
St.-Paul, Qué.	0	0	10	100	10	100
Stephenville, Nfld.	2	238	0	0	2	238
Stewart, B.C.	0	0	7	70	7	70
Stony Rapids, Sask.	0	0	5	210	5	210
Tête-à-la-Baleine, Qué.	0	0	10	100	10	100
The Pas, Man.	11	1177	3	174	14	1351
Thompson, Man.	15	1345	3	174	18	1519
Thunder Bay, Ont.	0	0	6	120	6	120
Timmins, Ont.	0	0	9	306	9	306
Tuktoyaktuk, N.W.T.	0	0	6	156	6	156
Uranium City, Sask.	3	168	5	210	8	378
Val d'Or, Qué.	15	1596	0	0	15	1596
Vancouver, B.C.	8	952	0	0	8	952
Wabush/Labrador City, Nfld.	23	2137	0	0	23	2137
Watson Lake, Y.T.	14	1666	0	0	14	1666
Wemindji, Qué.	0	0	10	200	10	200
Whitehorse, Y.T.	31	3425	8	336	39	3761
Winisk, Ont.	0	0	1	26	1	26
Winnipeg, Man.	30	2734	62	1495	92	4229
Wollaston Lake, Sask.	0	0	2	84	2	84
Yellowknife, N.W.T.	46	3812	0	0	46	3812
Total	777	75685	822	20361	1599	96046

TABLE B.3
SCHEDULED CARRIER ACTIVITY
TRANSBORDER SECTOR
FOR WEEK OF AUG. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	120	16309	0	0	120	16309
Castlegar, B.C.	0	0	5	30	5	30
Edmonton (International), Alta.	59	7111	0	0	59	7111
Halifax, N.S.	14	1428	0	0	14	1428
Hamilton, Ont.	11	1309	0	0	11	1309
Kingston, Ont.	0	0	5	115	5	115
London, Ont.	7	714	0	0	7	714
Montréal (Dorval), Qué.	242	33697	23	345	265	34042
Ottawa, Ont./Hull, Qué.	14	1918	0	0	14	1918
Prince Rupert (Seal Cove), B.C.	0	0	3	30	3	30
Québec, Qué.	0	0	23	310	23	310
Regina, Sask.	0	0	5	210	5	210
Saint John, N.B.	7	714	0	0	7	714
Sherbrooke, Qué.	0	0	34	510	34	510
Thunder Bay, Ont.	7	700	6	288	13	988
Toronto (Pearson Int'l), Ont.	460	60359	0	0	460	60359
Vancouver, B.C.	139	18417	0	0	139	18417
Victoria Harbour, B.C.	0	0	14	280	14	280
Victoria, B.C.	14	1666	0	0	14	1666
Whitehorse, Y.T.	9	603	0	0	9	603
Winnipeg, Man.	56	7112	0	0	56	7112
Yarmouth, N.S.	7	714	0	0	7	714
Total	1166	152771	118	2118	1284	154889

TABLE B.4
SCHEDULED CARRIER ACTIVITY
INTERNATIONAL SECTOR
FOR WEEK OF AUG. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	12	4826	0	0	12	4826
Edmonton (International), Alta.	14	5196	0	0	14	5196
Gander, Nfld.	4	1152	0	0	4	1152
Halifax, N.S.	6	1645	0	0	6	1645
Montréal (Mirabel), Qué.	177	52588	0	0	177	52588
Saskatoon, Sask.	1	288	0	0	1	288
Toronto (Pearson Int'l), Ont.	122	36539	0	0	122	36539
Vancouver, B.C.	29	11073	0	0	29	11073
Winnipeg, Man.	8	1972	0	0	8	1972
Total	373	115279	0	0	373	115279

TABLE B.5
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	7	70	7	70
Akulivik, Qué.	0	0	3	60	3	60
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Asbestos Hill, Qué.	3	168	0	0	3	168
Atikokan, Ont.	0	0	24	480	24	480
Attawapiskat, Ont.	0	0	6	240	6	240
Baie-Comeau, Qué.	10	790	18	720	28	1510
Baie-du-Vieux-Fort, Qué.	0	0	10	100	10	100
Baie-Johan-Beetz, Qué.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	3	174	3	174
Bella Bella, B.C.	0	0	13	130	13	130
Bella Coola, B.C.	0	0	13	130	13	130
Berens River, Man.	0	0	24	348	24	348
Blanc-Sablon, Qué.	0	0	10	250	10	250
Bonaventure, Qué.	0	0	21	315	21	315
Calgary, Alta.	468	65256	93	2290	561	67546
Cambridge Bay, N.W.T.	3	168	0	0	3	168
Campbell River, B.C.	14	1666	0	0	14	1666
Cape Dorset, N.W.T.	0	0	1	20	1	20
Castlegar, B.C.	18	2142	20	120	38	2262
Chapleau, Ont.	0	0	19	380	19	380
Charlo, N.B.	6	714	13	195	19	909
Charlottetown, P.E.I.	33	3770	14	560	47	4330
Chatham, N.B.	6	714	0	0	6	714
Chevery, Qué.	0	0	20	500	20	500
Chibougamau, Qué.	0	0	11	300	11	300
Churchill Falls, Nfld.	9	1071	0	0	9	1071
Churchill, Man.	18	1482	13	754	31	2236
Cochrane, Ont.	0	0	6	120	6	120
Comox, B.C.	19	2261	18	360	37	2621
Coral Harbour, N.W.T.	0	0	1	58	1	58
Cranbrook, B.C.	26	3094	27	162	53	3256
Cross Lake, Man.	0	0	12	240	12	240
Dawson City, Y.T.	0	0	8	336	8	336
Dawson Creek, B.C.	14	1666	0	0	14	1666
Deer Lake, Nfld.	38	4522	0	0	38	4522
Dryden, Ont.	28	3200	18	360	46	3560
Duncan, B.C.	0	0	12	120	12	120
Earlton, Ont.	0	0	24	480	24	480
Eastmain River, Qué.	0	0	10	200	10	200
Edmonton (International), Alta.	301	42960	0	0	301	42960
Edmonton (Municipal), Alta.	113	13447	28	790	141	14237
Elliot Lake, Ont.	0	0	27	540	27	540
Eskimo Point, N.W.T.	0	0	4	232	4	232
Flin Flon, Man.	13	1327	0	0	13	1327
Fort Albany, Ont.	0	0	12	480	12	480
Fort Chipewyan, Alta.	6	336	0	0	6	336
Fort Frances, Ont.	0	0	18	360	18	360

TABLE B.5 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Fort Franklin, N.W.T.	0	0	2	20	2	20
Fort George, Qué.	0	0	10	200	10	200
Fort Good Hope, N.W.T.	0	0	6	60	6	60
Fort McMurray, Alta.	24	2478	0	0	24	2478
Fort McPherson, N.W.T.	0	0	6	92	6	92
Fort Nelson, B.C.	14	1666	0	0	14	1666
Fort Norman, N.W.T.	0	0	2	20	2	20
Fort Simpson, N.W.T.	3	357	0	0	3	357
Fort Smith, N.W.T.	12	1302	0	0	12	1302
Fort St. John, B.C.	52	6188	0	0	52	6188
Fredericton, N.B.	42	4487	7	280	49	4767
Frobisher Bay, N.W.T.	11	616	1	26	12	642
Gagnon, Qué.	7	553	2	80	9	633
Gander, Nfld.	55	7102	0	0	55	7102
Gaspé, Qué.	0	0	32	1180	32	1180
Gethsémani, Qué.	0	0	10	100	10	100
Gillam, Man.	3	225	4	232	7	457
Gillies Bay, B.C.	0	0	36	720	36	720
Gods Lake Narrows, Man.	0	0	24	348	24	348
Gods River, Man.	0	0	6	120	6	120
Goose Bay, Nfld.	17	1834	0	0	17	1834
Grand Forks, B.C.	0	0	5	30	5	30
Grande Prairie, Alta.	28	3332	11	330	39	3662
Halifax, N.S.	223	29370	20	800	243	30170
Hall Beach, N.W.T.	2	112	1	26	3	138
Hamilton, Ont.	44	5236	2	84	46	5320
Hay River, N.W.T.	12	1428	0	0	12	1428
High Level, Alta.	6	714	0	0	6	714
Iles-de-la-Madeleine, Qué.	0	0	21	840	21	840
Inoucdjouac, Qué.	0	0	12	240	12	240
Inuvik, N.W.T.	12	735	26	548	38	1283
Island Lake, Man.	0	0	18	294	18	294
Ivujivik, Qué.	0	0	2	40	2	40
Kamloops, B.C.	41	4879	43	636	84	5515
Kapuskasing, Ont.	0	0	23	460	23	460
Kashechewan, Ont.	0	0	8	320	8	320
Kégashka, Qué.	0	0	10	100	10	100
Kelowna, B.C.	53	6307	38	382	91	6689
Kenora, Ont.	0	0	28	572	28	572
Kingston, Ont.	0	0	50	1150	50	1150
Kirkland Lake, Ont.	0	0	18	360	18	360
Kuujuuaq (Fort Chimo), Qué.	10	560	0	0	10	560
La Grande, Qué.	18	2102	0	0	18	2102
La Malbaie, Qué.	0	0	2	30	2	30
La Ronge, Sask.	0	0	18	756	18	756
La Tabatière, Qué.	0	0	10	100	10	100
Lethbridge, Alta.	0	0	47	1200	47	1200
Little Grand Rapids, Man.	0	0	18	294	18	294

TABLE B.5 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
London, Ont.	28	2856	95	4750	123	7606
Lynn Lake, Man.	5	551	0	0	5	551
Masset, B.C.	0	0	26	260	26	260
Matagami, Qué.	0	0	7	240	7	240
Mayo, Y.T.	0	0	6	252	6	252
Medicine Hat, Alta.	0	0	29	630	29	630
Mingan, Qué.	0	0	23	830	23	830
Moncton, N.B.	39	4216	14	560	53	4776
Mont-Joli, Qué.	28	2252	34	885	62	3137
Montréal (Dorval), Qué.	744	95529	75	2083	819	97612
Montréal (Mirabel), Qué.	191	54016	35	1106	226	55122
Moosonee, Ont.	0	0	24	732	24	732
Namu, B.C.	0	0	7	70	7	70
Nanaimo Harbour, B.C.	0	0	47	940	47	940
Nanaimo, B.C.	0	0	133	1890	133	1890
Nanisivik, N.W.T.	2	112	0	0	2	112
Natashquan, Qué.	0	0	12	330	12	330
Norman Wells, N.W.T.	7	392	8	80	15	472
North Bay, Ont.	42	4284	45	873	87	5157
Norway House, Man.	0	0	17	530	17	530
Ocean Falls, B.C.	0	0	13	130	13	130
Ottawa, Ont./Hull, Qué.	323	37433	55	1673	378	39106
Oxford House, Man.	0	0	18	294	18	294
Peace River, Alta.	12	1428	0	0	12	1428
Pembroke, Ont.	0	0	23	207	23	207
Penticton, B.C.	45	5355	23	208	68	5563
Peterborough, Ont.	0	0	30	1230	30	1230
Pickle Lake, Ont.	0	0	6	120	6	120
Pincher Creek, Alta.	0	0	10	200	10	200
Port Hardy, B.C.	13	1547	0	0	13	1547
Port-Menier, Qué.	0	0	5	75	5	75
Poste-de-la-Baleine, Qué.	4	224	12	240	16	464
Povungnituk, Qué.	0	0	10	200	10	200
Powell River, B.C.	0	0	44	880	44	880
Prince Albert, Sask.	0	0	21	882	21	882
Prince George, B.C.	64	7668	21	420	85	8088
Prince Rupert (Seal Cove), B.C.	0	0	57	570	57	570
Prince Rupert, B.C.	15	1785	56	610	71	2395
Québec, Qué.	140	11978	81	2455	221	14433
Quesnel, B.C.	6	714	10	200	16	914
Rankin Inlet, N.W.T.	0	0	10	580	10	580
Red Deer, Alta.	0	0	10	200	10	200
Red Lake, Ont.	0	0	19	401	19	401
Red Sucker Lake, Man.	0	0	6	120	6	120
Regina, Sask.	83	9187	21	882	104	10069
Resolute Bay, N.W.T.	5	343	0	0	5	343
Rivière-du-Loup, Qué.	0	0	7	105	7	105
Roberval, Qué.	0	0	6	90	6	90

TABLE B.5 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Rouyn/Noranda, Qué.	13	1326	6	240	19	1566
Rupert House, Qué.	0	0	10	200	10	200
Saguenay/Bagotville, Qué.	29	2891	17	530	46	3421
Saint John, N.B.	63	6748	14	560	77	7308
Salluit, Qué.	0	0	3	60	3	60
Sandspit, B.C.	7	833	18	180	25	1013
Sanikiluaq, N.W.T.	0	0	10	200	10	200
Sarnia, Ont.	0	0	30	1500	30	1500
Saskatoon, Sask.	84	9402	32	1344	116	10746
Sault Ste. Marie, Ont.	42	4628	28	560	70	5188
Schefferville, Qué.	7	553	0	0	7	553
Sept-Iles, Qué.	60	4834	39	1060	99	5894
Sherbrooke, Qué.	0	0	34	510	34	510
Smithers, B.C.	7	833	10	200	17	1033
St. John's, Nfld.	72	10255	0	0	72	10255
St.-Augustin, Qué.	0	0	10	100	10	100
St.-Paul, Qué.	0	0	10	100	10	100
Stephenville, Nfld.	32	3570	0	0	32	3570
Stewart, B.C.	0	0	7	70	7	70
Stony Rapids, Sask.	0	0	5	210	5	210
Sudbury, Ont.	42	4284	41	856	83	5140
Sydney/Glace Bay, N.S.	42	4641	6	240	48	4881
Tahsis, B.C.	0	0	7	70	7	70
Terrace/Kitimat, B.C.	18	2142	10	200	28	2342
Tête-à-la-Baleine, Qué.	0	0	10	100	10	100
The Pas, Man.	11	1177	3	174	14	1351
Thompson, Man.	15	1345	3	174	18	1519
Thunder Bay, Ont.	89	9568	25	668	114	10236
Timmins, Ont.	21	2142	59	1306	80	3448
Tofino, B.C.	0	0	7	70	7	70
Toronto (Island), Ont.	0	0	10	230	10	230
Toronto (Pearson Int'l), Ont.	1264	196644	93	4322	1357	200966
Tuktoyaktuk, N.W.T.	0	0	6	156	6	156
Uranium City, Sask.	3	168	5	210	8	378
Val d'Or, Qué.	56	5844	15	525	71	6369
Vancouver Harbour, B.C.	0	0	141	2700	141	2700
Vancouver, B.C.	603	91268	204	3040	807	94308
Victoria Harbour, B.C.	0	0	89	1780	89	1780
Victoria, B.C.	91	11074	0	0	91	11074
Wabush/Labrador City, Nfld.	23	2137	0	0	23	2137
Watson Lake, Y.T.	14	1666	0	0	14	1666
Wawa, Ont.	0	0	19	380	19	380
Wemindji, Qué.	0	0	10	200	10	200
Whitehorse, Y.T.	40	4028	8	336	48	4364
Williams Lake, B.C.	6	714	32	640	38	1354
Windsor, Ont.	53	5593	0	0	53	5593
Winisk, Ont.	0	0	1	26	1	26
Winnipeg, Man.	369	43971	64	1541	433	45512

TABLE B.5 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Wollaston Lake, Sask.	0	0	2	84	2	84
Yarmouth, N.S.	14	1428	0	0	14	1428
Yellowknife, N.W.T.	46	3812	0	0	46	3812
Total	6867	913726	3530	83769	10397	997495

TABLE B.6
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1983

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Atikokan, Ont.	0	0	24	480	24	480
Baie-Comeau, Qué.	12	948	30	180	42	1128
Bella Bella, B.C.	0	0	7	140	7	140
Bella Coola, B.C.	0	0	7	140	7	140
Bonaventure, Qué.	0	0	10	400	10	400
Brandon, Man.	12	1428	0	0	12	1428
Brockville, Ont.	0	0	16	240	16	240
Calgary, Alta.	415	55566	72	2993	487	58559
Campbell River, B.C.	13	1547	14	310	27	1857
Castlegar, B.C.	15	1785	0	0	15	1785
Chapleau, Ont.	0	0	7	140	7	140
Charlo, N.B.	6	714	0	0	6	714
Charlottetown, P.E.I.	18	2152	33	1320	51	3472
Chatham, N.B.	6	714	0	0	6	714
Chibougamau, Qué.	0	0	10	285	10	285
Cochrane, Ont.	0	0	14	280	14	280
Cold Lake, Alta.	0	0	15	225	15	225
Comox, B.C.	13	1547	13	290	26	1837
Cranbrook, B.C.	36	4284	0	0	36	4284
Dauphin, Man.	0	0	15	135	15	135
Deer Lake, Nfld.	33	3927	0	0	33	3927
Dryden, Ont.	26	3094	18	360	44	3454
Earlton, Ont.	0	0	24	480	24	480
Edmonton (International), Alta.	192	26132	0	0	192	26132
Edmonton (Municipal), Alta.	96	11424	27	1000	123	12424
Elliot Lake, Ont.	0	0	42	750	42	750
Forestville, Qué.	0	0	2	12	2	12
Fort Frances, Ont.	0	0	18	360	18	360
Fredericton, N.B.	41	4403	30	950	71	5353
Gander, Nfld.	37	4464	0	0	37	4464
Gaspé, Qué.	0	0	21	765	21	765
Gatineau/Hull, Qué.	0	0	16	240	16	240
Geraldton, Ont.	0	0	12	240	12	240
Gillies Bay, B.C.	0	0	24	480	24	480
Halifax, N.S.	194	24374	81	3240	275	27614
Hamilton, Ont.	0	0	22	924	22	924
Hornepayne, Ont.	0	0	12	240	12	240
Iles-de-la-Madeleine, Qué.	0	0	22	805	22	805
Kamloops, B.C.	38	4522	12	240	50	4762
Kapuskasing, Ont.	0	0	18	360	18	360
Kelowna, B.C.	70	8330	26	940	96	9270
Kenora, Ont.	0	0	18	276	18	276
Kingston, Ont.	0	0	32	480	32	480
Kirkland Lake, Ont.	0	0	12	240	12	240
Lethbridge, Alta.	0	0	40	2000	40	2000
Lloydminster, Alta.	0	0	10	200	10	200
London, Ont.	14	1428	75	3750	89	5178
Masset, B.C.	0	0	22	220	22	220

TABLE B.6 (cont.)
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1983

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Matagami, Qué.	0	0	5	100	5	100
Matane, Qué.	0	0	3	18	3	18
Medicine Hat, Alta.	0	0	20	1000	20	1000
Moncton, N.B.	28	2856	27	1080	55	3936
Mont-Joli, Qué.	14	1106	34	1088	48	2194
Montréal (Dorval), Qué.	473	58262	52	1980	525	60242
Montréal (Mirabel), Qué.	9	1128	20	800	29	1928
Nanaimo Harbour, B.C.	0	0	33	470	33	470
Nanaimo, B.C.	0	0	71	1456	71	1456
North Bay, Ont.	28	2856	42	830	70	3686
Ottawa, Ont./Hull, Qué.	251	30291	105	3885	356	34176
Parry Sound, Ont.	0	0	3	30	3	30
Pembroke, Ont.	0	0	23	161	23	161
Penticton, B.C.	32	3808	6	120	38	3928
Peterborough, Ont.	0	0	11	253	11	253
Port Hardy, B.C.	14	1666	0	0	14	1666
Port-Menier, Qué.	0	0	4	160	4	160
Powell River, B.C.	0	0	31	1190	31	1190
Prince Albert, Sask.	0	0	11	246	11	246
Prince George, B.C.	43	4867	6	120	49	4987
Prince Rupert, B.C.	14	1526	28	280	42	1806
Québec, Qué.	97	8832	36	665	133	9497
Quesnel, B.C.	6	714	9	180	15	894
Regina, Sask.	77	9731	10	420	87	10151
Rimouski, Qué.	0	0	22	132	22	132
Rouyn/Noranda, Qué.	19	1800	3	120	22	1920
Saguenay/Bagotville, Qué.	15	1265	10	150	25	1415
Saint John, N.B.	47	4998	18	720	65	5718
Sandspit, B.C.	7	833	18	180	25	1013
Sans Souci Island, Ont.	0	0	3	30	3	30
Sarnia, Ont.	0	0	24	1200	24	1200
Saskatoon, Sask.	76	9215	15	630	91	9845
Sault Ste. Marie, Ont.	40	4556	25	500	65	5056
Smithers, B.C.	13	1547	0	0	13	1547
St. John's, Nfld.	84	10241	0	0	84	10241
St.-Léonard, N.B.	0	0	10	150	10	150
Stephenville, Nfld.	28	3454	0	0	28	3454
Sudbury, Ont.	28	2856	42	858	70	3714
Sydney/Glace Bay, N.S.	37	4131	13	520	50	4651
Terrace Bay, Ont.	0	0	12	240	12	240
Terrace/Kitimat, B.C.	20	2240	0	0	20	2240
Thunder Bay, Ont.	67	7622	18	360	85	7982
Timmins, Ont.	19	1938	32	640	51	2578
Toronto (Buttonville), Ont.	0	0	15	225	15	225
Toronto (Pearson Int'l), Ont.	780	112015	132	4154	912	116169
Val d'Or, Qué.	24	2080	14	472	38	2552
Vancouver Harbour, B.C.	0	0	99	1830	99	1830
Vancouver, B.C.	504	66291	154	3926	658	70217

TABLE B.6 (cont.)
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1983

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Victoria Harbour, B.C.	0	0	74	1480	74	1480
Victoria, B.C.	78	9171	41	820	119	9991
Wawa, Ont.	0	0	20	400	20	400
Williams Lake, B.C.	8	952	12	240	20	1192
Windsor, Ont.	33	3366	0	0	33	3366
Winnipeg, Man.	232	26913	19	144	251	27057
Yarmouth, N.S.	7	714	0	0	7	714
Yorkton, Sask.	0	0	5	45	5	45
Total	4539	568624	2363	63808	6902	632432

TABLE B.7
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1983

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Akulivik, Qué.	0	0	4	80	4	80
Alice Arm/Kitsault, B.C.	0	0	6	60	6	60
Attawapiskat, Ont.	0	0	6	240	6	240
Baie-Comeau, Qué.	2	158	10	60	12	218
Baie-Johan-Beetz, Que.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	9	260	9	260
Berens River, Man.	0	0	14	126	14	126
Big Trout Lake, Ont.	0	0	8	170	8	170
Blanc-Sablon, Qué.	0	0	5	200	5	200
Broughton Island, N.W.T.	0	0	4	160	4	160
Cambridge Bay, N.W.T.	2	112	8	147	10	259
Cape Dorset, N.W.T.	0	0	4	140	4	140
Chevery, Qué.	0	0	20	500	20	500
Churchill Falls, Nfld.	2	238	0	0	2	238
Churchill, Man.	3	357	7	260	10	617
Clyde River, N.W.T.	0	0	4	160	4	160
Cochrane, Ont.	0	0	2	40	2	40
Coppermine, N.W.T.	0	0	8	182	8	182
Coral Harbour, N.W.T.	0	0	2	80	2	80
Cross Lake, Man.	0	0	5	130	5	130
Dawson City, Y.T.	0	0	16	356	16	356
Dawson Creek, B.C.	25	2975	0	0	25	2975
Deer Lake, Nfld.	5	595	0	0	5	595
Dryden, Ont.	0	0	5	100	5	100
Eastmain River, Qué.	0	0	14	280	14	280
Edmonton (International), Alta.	43	4188	0	0	43	4188
Edmonton (Municipal), Alta.	21	2499	22	1090	43	3589
Eskimo Point, N.W.T.	0	0	7	240	7	240
Flin Flon, Man.	8	952	0	0	8	952
Fort Albany, Ont.	0	0	12	480	12	480
Fort Chipewyan, Alta.	3	357	0	0	3	357
Fort George, Qué.	0	0	14	280	14	280
Fort Liard, N.W.T.	0	0	2	28	2	28
Fort McMurray, Alta.	18	2142	0	0	18	2142
Fort Nelson, B.C.	12	1308	1	14	13	1322
Fort Severn, Ont.	0	0	2	80	2	80
Fort Simpson, N.W.T.	1	119	6	84	7	203
Fort Smith, N.W.T.	12	1428	0	0	12	1428
Fort St. John, B.C.	51	5559	0	0	51	5559
Frobisher Bay, N.W.T.	14	784	10	404	24	1188
Gagnon, Qué.	0	0	7	280	7	280
Gaspé, Qué.	0	0	9	285	9	285
Gethsémani, Qué.	0	0	10	100	10	100
Gillam, Man.	6	714	0	0	6	714
Gjoa Haven, N.W.T.	0	0	6	84	6	84
Gods Lake Narrows, Man.	0	0	3	61	3	61
Gods River, Man.	0	0	2	52	2	52
Goose Bay, Nfld.	15	1659	0	0	15	1659

TABLE B.7 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1983

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Grande Prairie, Alta.	17	1853	17	850	34	2703
Halifax, N.S.	2	112	0	0	2	112
Hall Beach, N.W.T.	2	112	1	20	3	132
Hay River, N.W.T.	12	1428	0	0	12	1428
High Level, Alta.	6	714	0	0	6	714
Holman Island, N.W.T.	0	0	2	28	2	28
Iles-de-la-Madeleine, Qué.	0	0	2	80	2	80
Inoucdjouac, Qué.	0	0	6	120	6	120
Inuvik, N.W.T.	11	679	5	90	16	769
Island Lake, Man.	0	0	21	257	21	257
Ivujivik, Qué.	0	0	4	80	4	80
Kashechewan, Ont.	0	0	12	480	12	480
Kégashka, Qué.	0	0	10	100	10	100
Kenora, Ont.	0	0	13	176	13	176
Kuujuuaq (Fort Chimo), Qué.	11	616	0	0	11	616
La Grande, Qué.	12	718	0	0	12	718
La Ronge, Sask.	0	0	11	418	11	418
La Tabatière, Qué.	0	0	10	100	10	100
Little Grand Rapids, Man.	0	0	4	36	4	36
Lynn Lake, Man.	4	476	0	0	4	476
Matagami, Qué.	0	0	5	100	5	100
Mayo, Y.T.	0	0	11	164	11	164
Mingan, Qué.	0	0	15	510	15	510
Mont-Joli, Qué.	0	0	7	280	7	280
Montréal (Dorval), Qué.	18	1519	0	0	18	1519
Moosonee, Ont.	0	0	20	700	20	700
Nanisivik, N.W.T.	2	112	2	40	4	152
Natashquan, Qué.	0	0	19	535	19	535
Negginan, Man.	0	0	7	63	7	63
Norman Wells, N.W.T.	19	1253	0	0	19	1253
Norway House, Man.	0	0	13	338	13	338
Old Crow, Y.T.	0	0	5	130	5	130
Ottawa, Ont./Hull, Qué.	1	56	0	0	1	56
Oxford House, Man.	0	0	3	61	3	61
Pangnirtung, N.W.T.	0	0	6	226	6	226
Peace River, Alta.	12	1428	10	480	22	1908
Pelly Bay, N.W.T.	0	0	3	42	3	42
Pickle Lake, Ont.	0	0	9	200	9	200
Pond Inlet, N.W.T.	0	0	4	120	4	120
Port-Menier, Qué.	0	0	5	125	5	125
Poste-de-la-Baleine, Qué.	5	280	13	300	18	580
Povungnituk, Qué.	0	0	6	120	6	120
Prince Albert, Sask.	0	0	5	210	5	210
Prince George, B.C.	33	3777	0	0	33	3777
Prince Rupert, B.C.	0	0	16	160	16	160
Québec, Qué.	15	1282	0	0	15	1282
Rainbow Lake, Alta.	0	0	5	240	5	240
Rankin Inlet, N.W.T.	0	0	21	812	21	812

TABLE B.7 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1983

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Red Lake, Ont.	0	0	19	303	19	303
Red Sucker Lake, Man.	0	0	2	18	2	18
Resolute Bay, N.W.T.	4	224	0	0	4	224
Rupert House, Qué.	0	0	15	300	15	300
Saguenay/Bagotville, Qué.	0	0	6	90	6	90
Salluit, Qué.	0	0	3	60	3	60
Sanikiluaq, N.W.T.	0	0	4	80	4	80
Schefferville, Qué.	6	554	5	100	11	654
Sept-Iles, Qué.	34	3247	55	1485	89	4732
Sioux Lookout, Ont.	0	0	23	302	23	302
Spence Bay, N.W.T.	0	0	5	70	5	70
St. Theresa Point, Man.	0	0	9	98	9	98
St.-Augustin, Qué.	0	0	5	50	5	50
Stephenville, Nfld.	1	119	0	0	1	119
Stewart, B.C.	0	0	10	100	10	100
Stony Rapids, Sask.	0	0	3	126	3	126
Tête-à-la-Baleine, Qué.	0	0	10	100	10	100
The Pas, Man.	8	952	0	0	8	952
Thompson, Man.	11	1309	0	0	11	1309
Thunder Bay, Ont.	0	0	11	176	11	176
Timmins, Ont.	0	0	9	360	9	360
Uranium City, Sask.	0	0	3	126	3	126
Val d'Or, Qué.	6	336	0	0	6	336
Vancouver, B.C.	10	1090	0	0	10	1090
Wabush/Labrador City, Nfld.	15	1625	5	100	20	1725
Watson Lake, Y.T.	6	654	9	96	15	750
Wemindji, Qué.	0	0	14	280	14	280
Whitehorse, Y.T.	15	1675	21	368	36	2043
Winisk, Ont.	0	0	2	80	2	80
Winnipeg, Man.	16	1904	40	753	56	2657
Wollaston Lake, Sask.	0	0	2	40	2	40
Wrigley, N.W.T.	0	0	2	28	2	28
Yellowknife, N.W.T.	29	2317	22	634	51	2951
Total	586	58565	919	22437	1505	81002

TABLE B.8
SCHEDULED CARRIER ACTIVITY
TRANSBORDER SECTOR
FOR WEEK OF AUG. 15-21, 1983

City / Airport	<u>Jet</u>		<u>Non-Jet</u>		<u>Total</u>	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	158	20835	13	247	171	21082
Edmonton (International), Alta.	55	6861	0	0	55	6861
Halifax, N.S.	7	714	0	0	7	714
London, Ont.	0	0	17	850	17	850
Montréal (Dorval), Qué.	216	34285	29	729	245	35014
Ottawa, Ont./Hull, Qué.	7	840	19	798	26	1638
Prince Rupert, B.C.	0	0	4	40	4	40
Québec, Qué.	0	0	5	75	5	75
Regina, Sask.	14	1484	0	0	14	1484
Saint John, N.B.	7	714	0	0	7	714
Saskatoon, Sask.	7	742	0	0	7	742
Thunder Bay, Ont.	0	0	7	280	7	280
Toronto (Pearson Int'l), Ont.	502	68285	21	315	523	68600
Vancouver, B.C.	142	19223	0	0	142	19223
Victoria, B.C.	7	833	27	162	34	995
Whitehorse, Y.T.	0	0	21	728	21	728
Winnipeg, Man.	42	4718	0	0	42	4718
Yarmouth, N.S.	7	714	0	0	7	714
Total	1171	160248	163	4224	1334	164472

TABLE B.9
SCHEDULED CARRIER ACTIVITY
INTERNATIONAL SECTOR
FOR WEEK OF AUG. 15-21, 1983

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	29	8330	0	0	29	8330
Edmonton (International), Alta.	16	4894	0	0	16	4894
Frobisher Bay, N.W.T.	0	0	1	40	1	40
Gander, Nfld.	6	1728	0	0	6	1728
Halifax, N.S.	7	2258	7	280	14	2538
Montréal (Mirabel), Qué.	125	40345	0	0	125	40345
Toronto (Pearson Int'l), Ont.	103	30066	0	0	103	30066
Vancouver, B.C.	45	15731	0	0	45	15731
Winnipeg, Man.	3	1062	0	0	3	1062
Total	334	104414	8	320	342	104734

TABLE B.10
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1983

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Akulivik, Qué.	0	0	4	80	4	80
Alice Arm/Kitsault, B.C.	0	0	6	60	6	60
Atikokan, Ont.	0	0	24	480	24	480
Attawapiskat, Ont.	0	0	6	240	6	240
Baie-Comeau, Qué.	14	1106	40	240	54	1346
Baie-Johan-Beetz, Que.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	9	260	9	260
Bella Bella, B.C.	0	0	7	140	7	140
Bella Coola, B.C.	0	0	7	140	7	140
Berens River, Man.	0	0	14	126	14	126
Big Trout Lake, Ont.	0	0	8	170	8	170
Blanc-Sablon, Qué.	0	0	5	200	5	200
Bonaventure, Qué.	0	0	10	400	10	400
Brandon, Man.	12	1428	0	0	12	1428
Brockville, Ont.	0	0	16	240	16	240
Broughton Island, N.W.T.	0	0	4	160	4	160
Calgary, Alta.	602	84731	85	3240	687	87971
Cambridge Bay, N.W.T.	2	112	8	147	10	259
Campbell River, B.C.	13	1547	14	310	27	1857
Cape Dorset, N.W.T.	0	0	4	140	4	140
Castlegar, B.C.	15	1785	0	0	15	1785
Chapleau, Ont.	0	0	7	140	7	140
Charlo, N.B.	6	714	0	0	6	714
Charlottetown, P.E.I.	18	2152	33	1320	51	3472
Chatham, N.B.	6	714	0	0	6	714
Chevery, Qué.	0	0	20	500	20	500
Chibougamau, Qué.	0	0	10	285	10	285
Churchill Falls, Nfld.	2	238	0	0	2	238
Churchill, Man.	3	357	7	260	10	617
Clyde River, N.W.T.	0	0	4	160	4	160
Cochrane, Ont.	0	0	16	320	16	320
Cold Lake, Alta.	0	0	15	225	15	225
Comox, B.C.	13	1547	13	290	26	1837
Coppermine, N.W.T.	0	0	8	182	8	182
Coral Harbour, N.W.T.	0	0	2	80	2	80
Cranbrook, B.C.	36	4284	0	0	36	4284
Cross Lake, Man.	0	0	5	130	5	130
Dauphin, Man.	0	0	15	135	15	135
Dawson City, Y.T.	0	0	16	356	16	356
Dawson Creek, B.C.	25	2975	0	0	25	2975
Deer Lake, Nfld.	38	4522	0	0	38	4522
Dryden, Ont.	26	3094	23	460	49	3554
Earlton, Ont.	0	0	24	480	24	480
Eastmain River, Qué.	0	0	14	280	14	280
Edmonton (International), Alta.	306	42075	0	0	306	42075
Edmonton (Municipal), Alta.	117	13923	49	2090	166	16013
Elliot Lake, Ont.	0	0	42	750	42	750
Eskimo Point, N.W.T.	0	0	7	240	7	240

TABLE B.10 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1983

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Flin Flon, Man.	8	952	0	0	8	952
Forestville, Qué.	0	0	2	12	2	12
Fort Albany, Ont.	0	0	12	480	12	480
Fort Chipewyan, Alta.	3	357	0	0	3	357
Fort Frances, Ont.	0	0	18	360	18	360
Fort George, Qué.	0	0	14	280	14	280
Fort Liard, N.W.T.	0	0	2	28	2	28
Fort McMurray, Alta.	18	2142	0	0	18	2142
Fort Nelson, B.C.	12	1308	1	14	13	1322
Fort Severn, Ont.	0	0	2	80	2	80
Fort Simpson, N.W.T.	1	119	6	84	7	203
Fort Smith, N.W.T.	12	1428	0	0	12	1428
Fort St. John, B.C.	51	5559	0	0	51	5559
Fredericton, N.B.	41	4403	30	950	71	5353
Frobisher Bay, N.W.T.	14	784	11	444	25	1228
Gagnon, Qué.	0	0	7	280	7	280
Gander, Nfld.	43	6192	0	0	43	6192
Gaspé, Qué.	0	0	30	1050	30	1050
Gatineau/Hull, Qué.	0	0	16	240	16	240
Geraldton, Ont.	0	0	12	240	12	240
Gethsémani, Qué.	0	0	10	100	10	100
Gillam, Man.	6	714	0	0	6	714
Gillies Bay, B.C.	0	0	24	480	24	480
Gjoa Haven, N.W.T.	0	0	6	84	6	84
Gods Lake Narrows, Man.	0	0	3	61	3	61
Gods River, Man.	0	0	2	52	2	52
Goose Bay, Nfld.	15	1659	0	0	15	1659
Grande Prairie, Alta.	17	1853	17	850	34	2703
Halifax, N.S.	210	27458	88	3520	298	30978
Hall Beach, N.W.T.	2	112	1	20	3	132
Hamilton, Ont.	0	0	22	924	22	924
Hay River, N.W.T.	12	1428	0	0	12	1428
High Level, Alta.	6	714	0	0	6	714
Holman Island, N.W.T.	0	0	2	28	2	28
Hornepayne, Ont.	0	0	12	240	12	240
Iles-de-la-Madeleine, Qué.	0	0	24	885	24	885
Inoucdjouac, Qué.	0	0	6	120	6	120
Inuvik, N.W.T.	11	679	5	90	16	769
Island Lake, Man.	0	0	21	257	21	257
Ivujivik, Qué.	0	0	4	80	4	80
Kamloops, B.C.	38	4522	12	240	50	4762
Kapuskasing, Ont.	0	0	18	360	18	360
Kashechewan, Ont.	0	0	12	480	12	480
Kégashka, Qué.	0	0	10	100	10	100
Kelowna, B.C.	70	8330	26	940	96	9270
Kenora, Ont.	0	0	31	452	31	452
Kingston, Ont.	0	0	32	480	32	480
Kirkland Lake, Ont.	0	0	12	240	12	240

TABLE B.10 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1983

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Kuujuaq (Fort Chimo), Qué.	11	616	0	0	11	616
La Grande, Qué.	12	718	0	0	12	718
La Ronge, Sask.	0	0	11	418	11	418
La Tabatière, Qué.	0	0	10	100	10	100
Lethbridge, Alta.	0	0	40	2000	40	2000
Little Grand Rapids, Man.	0	0	4	36	4	36
Lloydminster, Alta.	0	0	10	200	10	200
London, Ont.	14	1428	92	4600	106	6028
Lynn Lake, Man.	4	476	0	0	4	476
Masset, B.C.	0	0	22	220	22	220
Matagami, Qué.	0	0	10	200	10	200
Matane, Qué.	0	0	3	18	3	18
Mayo, Y.T.	0	0	11	164	11	164
Medicine Hat, Alta.	0	0	20	1000	20	1000
Mingan, Qué.	0	0	15	510	15	510
Moncton, N.B.	28	2856	27	1080	55	3936
Mont-Joli, Qué.	14	1106	41	1368	55	2474
Montréal (Dorval), Qué.	707	94066	81	2709	788	96775
Montréal (Mirabel), Qué.	134	41473	20	800	154	42273
Moosonee, Ont.	0	0	20	700	20	700
Nanaimo Harbour, B.C.	0	0	33	470	33	470
Nanaimo, B.C.	0	0	71	1456	71	1456
Nanisivik, N.W.T.	2	112	2	40	4	152
Natashquan, Qué.	0	0	19	535	19	535
Negginan, Man.	0	0	7	63	7	63
Norman Wells, N.W.T.	19	1253	0	0	19	1253
North Bay, Ont.	28	2856	42	830	70	3686
Norway House, Man.	0	0	13	338	13	338
Old Crow, Y.T.	0	0	5	130	5	130
Ottawa, Ont./Hull, Qué.	259	31187	124	4683	383	35870
Oxford House, Man.	0	0	3	61	3	61
Pangnirtung, N.W.T.	0	0	6	226	6	226
Parry Sound, Ont.	0	0	3	30	3	30
Peace River, Alta.	12	1428	10	480	22	1908
Pelly Bay, N.W.T.	0	0	3	42	3	42
Pembroke, Ont.	0	0	23	161	23	161
Penticton, B.C.	32	3808	6	120	38	3928
Peterborough, Ont.	0	0	11	253	11	253
Pickle Lake, Ont.	0	0	9	200	9	200
Pond Inlet, N.W.T.	0	0	4	120	4	120
Port Hardy, B.C.	14	1666	0	0	14	1666
Port-Menier, Qué.	0	0	9	285	9	285
Poste-de-la-Baleine, Qué.	5	280	13	300	18	580
Povungnituk, Qué.	0	0	6	120	6	120
Powell River, B.C.	0	0	31	1190	31	1190
Prince Albert, Sask.	0	0	16	456	16	456
Prince George, B.C.	76	8644	6	120	82	8764
Prince Rupert, B.C.	14	1526	48	480	62	2006

TABLE B.10 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1983

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Québec, Qué.	112	10114	41	740	153	10854
Quesnel, B.C.	6	714	9	180	15	894
Rainbow Lake, Alta.	0	0	5	240	5	240
Rankin Inlet, N.W.T.	0	0	21	812	21	812
Red Lake, Ont.	0	0	19	303	19	303
Red Sucker Lake, Man.	0	0	2	18	2	18
Regina, Sask.	91	11215	10	420	101	11635
Resolute Bay, N.W.T.	4	224	0	0	4	224
Rimouski, Qué.	0	0	22	132	22	132
Rouyn/Noranda, Qué.	19	1800	3	120	22	1920
Rupert House, Qué.	0	0	15	300	15	300
Saguenay/Bagotville, Qué.	15	1265	16	240	31	1505
Saint John, N.B.	54	5712	18	720	72	6432
Salluit, Qué.	0	0	3	60	3	60
Sandspit, B.C.	7	833	18	180	25	1013
Sanikiluaq, N.W.T.	0	0	4	80	4	80
Sans Souci Island, Ont.	0	0	3	30	3	30
Sarnia, Ont.	0	0	24	1200	24	1200
Saskatoon, Sask.	83	9957	15	630	98	10587
Sault Ste. Marie, Ont.	40	4556	25	500	65	5056
Schefferville, Qué.	6	554	5	100	11	654
Sept-Iles, Qué.	34	3247	55	1485	89	4732
Sioux Lookout, Ont.	0	0	23	302	23	302
Smithers, B.C.	13	1547	0	0	13	1547
Spence Bay, N.W.T.	0	0	5	70	5	70
St. John's, Nfld.	84	10241	0	0	84	10241
St. Theresa Point, Man.	0	0	9	98	9	98
St.-Augustin, Qué.	0	0	5	50	5	50
St.-Léonard, N.B.	0	0	10	150	10	150
Stephenville, Nfld.	29	3573	0	0	29	3573
Stewart, B.C.	0	0	10	100	10	100
Stony Rapids, Sask.	0	0	3	126	3	126
Sudbury, Ont.	28	2856	42	858	70	3714
Sydney/Glace Bay, N.S.	37	4131	13	520	50	4651
Terrace Bay, Ont.	0	0	12	240	12	240
Terrace/Kitimat, B.C.	20	2240	0	0	20	2240
Tête-à-la-Baleine, Qué.	0	0	10	100	10	100
The Pas, Man.	8	952	0	0	8	952
Thompson, Man.	11	1309	0	0	11	1309
Thunder Bay, Ont.	67	7622	36	816	103	8438
Timmins, Ont.	19	1938	41	1000	60	2938
Toronto (Buttonville), Ont.	0	0	15	225	15	225
Toronto (Pearson Int'l), Ont.	1385	210366	153	4469	1538	214835
Uranium City, Sask.	0	0	3	126	3	126
Val d'Or, Qué.	30	2416	14	472	44	2888
Vancouver Harbour, B.C.	0	0	99	1830	99	1830
Vancouver, B.C.	701	102335	154	3926	855	106261
Victoria Harbour, B.C.	0	0	74	1480	74	1480

TABLE B.10 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1983

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Victoria, B.C.	85	10004	68	982	153	10986
Wabush/Labrador City, Nfld.	15	1625	5	100	20	1725
Watson Lake, Y.T.	6	654	9	96	15	750
Wawa, Ont.	0	0	20	400	20	400
Wemindji, Qué.	0	0	14	280	14	280
Whitehorse, Y.T.	15	1675	42	1096	57	2771
Williams Lake, B.C.	8	952	12	240	20	1192
Windsor, Ont.	33	3366	0	0	33	3366
Winisk, Ont.	0	0	2	80	2	80
Winnipeg, Man.	293	34597	59	897	352	35494
Wollaston Lake, Sask.	0	0	2	40	2	40
Wrigley, N.W.T.	0	0	2	28	2	28
Yarmouth, N.S.	14	1428	0	0	14	1428
Yellowknife, N.W.T.	29	2317	22	634	51	2951
Yorkton, Sask.	0	0	5	45	5	45
Total	6630	891851	3453	90789	10083	982640

TABLE B.11
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Atikokan, Ont.	0	0	24	480	24	480
Baie-Comeau, Qué.	17	1343	30	180	47	1523
Bella Bella, B.C.	0	0	14	700	14	700
Bella Coola, B.C.	0	0	13	650	13	650
Bonaventure, Qué.	0	0	7	105	7	105
Brandon, Man.	12	1428	0	0	12	1428
Brockville, Ont.	0	0	12	180	12	180
Calgary, Alta.	416	60451	87	3590	503	64041
Campbell River, B.C.	26	3094	25	680	51	3774
Castlegar, B.C.	12	1428	6	300	18	1728
Chapleau, Ont.	0	0	7	140	7	140
Charlo, N.B.	6	714	0	0	6	714
Charlottetown, P.E.I.	23	2499	35	1400	58	3899
Chatham, N.B.	6	714	0	0	6	714
Chibougamau, Qué.	0	0	8	255	8	255
Cochrane, Ont.	0	0	16	292	16	292
Cold Lake, Alta.	0	0	24	360	24	360
Comox, B.C.	13	1547	40	1160	53	2707
Cranbrook, B.C.	36	4284	0	0	36	4284
Dauphin, Man.	0	0	15	135	15	135
Deer Lake, Nfld.	26	3094	11	440	37	3534
Dryden, Ont.	26	3094	23	404	49	3498
Earlton, Ont.	0	0	24	480	24	480
Edmonton (International), Alta.	180	25571	0	0	180	25571
Edmonton (Municipal), Alta.	99	11781	29	1030	128	12811
Elliot Lake, Ont.	0	0	35	645	35	645
Forestville, Qué.	0	0	2	12	2	12
Fort Frances, Ont.	0	0	19	380	19	380
Fredericton, N.B.	48	5236	28	870	76	6106
Gander, Nfld.	29	3542	12	480	41	4022
Gaspé, Qué.	0	0	22	880	22	880
Gatineau/Hull, Qué.	0	0	16	240	16	240
Geraldton, Ont.	0	0	12	240	12	240
Gillies Bay, B.C.	0	0	14	280	14	280
Halifax, N.S.	200	25878	76	3040	276	28918
Hamilton, Ont.	0	0	22	924	22	924
Hornepayne, Ont.	0	0	12	240	12	240
Iles-de-la-Madeleine, Qué.	0	0	20	820	20	820
Kamloops, B.C.	40	4760	22	740	62	5500
Kapuskasing, Ont.	0	0	19	380	19	380
Kelowna, B.C.	77	9163	36	1440	113	10603
Kenora, Ont.	0	0	29	495	29	495
Kingston, Ont.	0	0	32	480	32	480
Kirkland Lake, Ont.	0	0	12	240	12	240
Lethbridge, Alta.	0	0	51	2540	51	2540
Lloydminster, Alta.	0	0	19	285	19	285
London, Ont.	14	1428	84	4200	98	5628
Manitouwadge, Ont.	0	0	6	36	6	36

TABLE B.11 (cont.)
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Marathon, Ont.	0	0	12	72	12	72
Masset, B.C.	0	0	12	120	12	120
Matagami, Qué.	0	0	6	120	6	120
Matane, Qué.	0	0	3	18	3	18
Medicine Hat, Alta.	0	0	25	1250	25	1250
Minaki, Ont.	0	0	4	24	4	24
Moncton, N.B.	28	2856	19	760	47	3616
Mont-Joli, Qué.	19	1501	31	833	50	2334
Montréal (Dorval), Qué.	491	61413	60	2245	551	63658
Montréal (Mirabel), Qué.	7	924	18	720	25	1644
Nanaimo Harbour, B.C.	0	0	15	150	15	150
Nanaimo, B.C.	0	0	71	1810	71	1810
North Bay, Ont.	38	3876	50	1014	88	4890
Ottawa, Ont./Hull, Qué.	262	30829	112	4147	374	34976
Parry Sound, Ont.	0	0	3	30	3	30
Pembroke, Ont.	0	0	23	161	23	161
Penticton, B.C.	37	4403	16	620	53	5023
Peterborough, Ont.	0	0	11	253	11	253
Port Hardy, B.C.	14	1666	14	700	28	2366
Powell River, B.C.	0	0	34	680	34	680
Prince Albert, Sask.	0	0	25	590	25	590
Prince George, B.C.	34	3836	6	120	40	3956
Prince Rupert, B.C.	14	1526	19	190	33	1716
Québec, Qué.	109	9803	36	540	145	10343
Quesnel, B.C.	6	714	9	180	15	894
Regina, Sask.	76	9822	33	926	109	10748
Rimouski, Qué.	0	0	22	132	22	132
Rouyn/Noranda, Qué.	19	1800	3	120	22	1920
Saguenay/Bagotville, Qué.	13	1427	13	195	26	1622
Saint John, N.B.	47	4998	24	960	71	5958
Sandspit, B.C.	7	833	7	70	14	903
Sans Souci Island, Ont.	0	0	3	30	3	30
Sarnia, Ont.	0	0	25	1250	25	1250
Saskatoon, Sask.	72	9509	37	1232	109	10741
Sault Ste. Marie, Ont.	51	5865	25	500	76	6365
Smithers, B.C.	13	1547	0	0	13	1547
St. John's, Nfld.	69	8456	28	1120	97	9576
St.-Léonard, N.B.	0	0	10	150	10	150
Stephenville, Nfld.	8	1043	12	480	20	1523
Sudbury, Ont.	33	3366	52	1088	85	4454
Sydney/Glace Bay, N.S.	30	3298	22	880	52	4178
Terrace Bay, Ont.	0	0	12	240	12	240
Terrace/Kitimat, B.C.	20	2240	0	0	20	2240
Thunder Bay, Ont.	73	8306	30	486	103	8792
Timmins, Ont.	19	1938	34	686	53	2624
Toronto (Buttonville), Ont.	0	0	18	270	18	270
Toronto (Island), Ont.	0	0	18	414	18	414
Toronto (Pearson Int'l), Ont.	817	118079	129	3977	946	122056

TABLE B.11 (cont.)
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Val d'Or, Qué.	24	2206	15	492	39	2698
Vancouver Harbour, B.C.	0	0	86	1570	86	1570
Vancouver, B.C.	452	62741	213	8100	665	70841
Victoria Harbour, B.C.	0	0	71	1420	71	1420
Victoria, B.C.	51	5957	91	4550	142	10507
Wawa, Ont.	0	0	20	400	20	400
Williams Lake, B.C.	8	952	12	240	20	1192
Windsor, Ont.	33	3366	7	161	40	3527
Winnipeg, Man.	235	28637	22	294	257	28931
Yarmouth, N.S.	7	714	0	0	7	714
Yorkton, Sask.	0	0	17	273	17	273
Total	4542	581496	2795	82901	7337	664397

TABLE B.12
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	5	75	5	75
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Attawapiskat, Ont.	0	0	9	292	9	292
Baie-Comeau, Qué.	1	79	10	60	11	139
Baie-Johan-Beetz, Que.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	7	220	7	220
Berens River, Man.	0	0	14	126	14	126
Big Trout Lake, Ont.	0	0	16	204	16	204
Blanc-Sablon, Qué.	0	0	5	200	5	200
Broughton Island, N.W.T.	0	0	4	160	4	160
Cambridge Bay, N.W.T.	2	112	9	161	11	273
Cape Dorset, N.W.T.	0	0	2	80	2	80
Chevery, Qué.	0	0	20	500	20	500
Chisasibi, Qué.	0	0	9	180	9	180
Churchill Falls, Nfld.	2	238	0	0	2	238
Churchill, Man.	4	476	7	260	11	736
Clyde River, N.W.T.	0	0	4	160	4	160
Cochrane, Ont.	0	0	3	46	3	46
Coppermine, N.W.T.	0	0	10	179	10	179
Coral Harbour, N.W.T.	0	0	2	80	2	80
Cross Lake, Man.	0	0	6	156	6	156
Dawson City, Y.T.	0	0	15	336	15	336
Dawson Creek, B.C.	19	2261	0	0	19	2261
Deer Lake, Nfld.	5	595	0	0	5	595
Eastmain River, Qué.	0	0	12	240	12	240
Edmonton (International), Alta.	42	4195	0	0	42	4195
Edmonton (Municipal), Alta.	22	2618	27	1330	49	3948
Eskimo Point, N.W.T.	0	0	8	280	8	280
Flin Flon, Man.	8	952	0	0	8	952
Fort Albany, Ont.	0	0	12	480	12	480
Fort Chipewyan, Alta.	3	357	0	0	3	357
Fort McMurray, Alta.	19	2261	0	0	19	2261
Fort McPherson, N.W.T.	0	0	5	75	5	75
Fort Nelson, B.C.	11	1199	2	28	13	1227
Fort Severn, Ont.	0	0	5	98	5	98
Fort Simpson, N.W.T.	1	119	8	112	9	231
Fort Smith, N.W.T.	12	1428	0	0	12	1428
Fort St. John, B.C.	46	5014	0	0	46	5014
Frobisher Bay, N.W.T.	15	903	10	418	25	1321
Gagnon, Qué.	0	0	7	280	7	280
Gaspé, Qué.	0	0	2	80	2	80
Gethsémani, Qué.	0	0	10	100	10	100
Gillam, Man.	6	714	0	0	6	714
Gjoa Haven, N.W.T.	0	0	6	84	6	84
Gods Lake Narrows, Man.	0	0	5	130	5	130
Gods River, Man.	0	0	3	78	3	78
Goose Bay, Nfld.	13	1421	0	0	13	1421
Grande Prairie, Alta.	15	1635	17	850	32	2485

TABLE B.12 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Halifax, N.S.	2	112	0	0	2	112
Hall Beach, N.W.T.	2	112	2	34	4	146
Havre-St.-Pierre, Qué.	0	0	15	510	15	510
Hay River, N.W.T.	12	1428	0	0	12	1428
High Level, Alta.	6	714	0	0	6	714
Holman Island, N.W.T.	0	0	3	43	3	43
Inuvik, N.W.T.	12	987	34	553	46	1540
Island Lake, Man.	0	0	16	382	16	382
Kapuskasing, Ont.	0	0	1	40	1	40
Kasabonika, Ont.	0	0	6	90	6	90
Kashechewan, Ont.	0	0	12	480	12	480
Kégashka, Qué.	0	0	10	100	10	100
Kenora, Ont.	0	0	18	330	18	330
Kuuujuaq (Fort Chimo), Qué.	11	679	0	0	11	679
La Grande, Qué.	10	812	0	0	10	812
La Ronge, Sask.	0	0	14	542	14	542
La Tabatière, Qué.	0	0	10	100	10	100
Little Grand Rapids, Man.	0	0	5	45	5	45
Lynn Lake, Man.	3	357	0	0	3	357
Matagami, Qué.	0	0	6	120	6	120
Mayo, Y.T.	0	0	4	80	4	80
Mont-Joli, Qué.	0	0	11	440	11	440
Montréal (Dorval), Qué.	8	511	0	0	8	511
Moosonee, Ont.	0	0	21	658	21	658
Nanisivik, N.W.T.	2	112	1	20	3	132
Natashquan, Qué.	0	0	16	490	16	490
Negginan, Man.	0	0	7	63	7	63
Norman Wells, N.W.T.	20	1687	0	0	20	1687
Norway House, Man.	0	0	13	338	13	338
Old Crow, Y.T.	0	0	4	104	4	104
Ottawa, Ont./Hull, Qué.	1	56	0	0	1	56
Oxford House, Man.	0	0	3	78	3	78
Pangnirtung, N.W.T.	0	0	6	240	6	240
Peace River, Alta.	12	1428	15	720	27	2148
Pelly Bay, N.W.T.	0	0	3	42	3	42
Pickle Lake, Ont.	0	0	10	220	10	220
Pond Inlet, N.W.T.	0	0	4	120	4	120
Port-Menier, Qué.	0	0	6	215	6	215
Poste-de-la-Baleine, Qué.	5	406	3	60	8	466
Prince Albert, Sask.	0	0	6	252	6	252
Prince George, B.C.	25	2855	0	0	25	2855
Prince Rupert, B.C.	0	0	8	80	8	80
Québec, Qué.	23	2155	0	0	23	2155
Rainbow Lake, Alta.	0	0	5	240	5	240
Rankin Inlet, N.W.T.	0	0	20	774	20	774
Red Lake, Ont.	0	0	19	422	19	422
Red Sucker Lake, Man.	0	0	2	52	2	52
Resolute Bay, N.W.T.	4	224	0	0	4	224

TABLE B.12 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF AUG. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Round Lake, Ont.	0	0	6	90	6	90
Rupert House, Qué.	0	0	15	300	15	300
Sachs Harbour, N.W.T.	0	0	3	45	3	45
Saguenay/Bagotville, Qué.	0	0	2	30	2	30
Sandy Lake, Ont.	0	0	6	90	6	90
Saskatoon, Sask.	0	0	2	38	2	38
Schefferville, Qué.	2	158	17	255	19	413
Sept-Iles, Qué.	32	3089	44	1345	76	4434
Sioux Lookout, Ont.	0	0	31	475	31	475
Spence Bay, N.W.T.	0	0	5	70	5	70
St. Theresa Point, Man.	0	0	12	278	12	278
St.-Augustin, Qué.	0	0	5	50	5	50
Stephenville, Nfld.	1	119	0	0	1	119
Stewart, B.C.	0	0	5	50	5	50
Stony Rapids, Sask.	0	0	6	252	6	252
Tête-à-la-Baleine, Qué.	0	0	10	100	10	100
The Pas, Man.	6	714	0	0	6	714
Thompson, Man.	13	1547	0	0	13	1547
Thunder Bay, Ont.	0	0	16	251	16	251
Timmins, Ont.	0	0	6	240	6	240
Tuktoyaktuk, N.W.T.	0	0	21	315	21	315
Uranium City, Sask.	0	0	2	84	2	84
Val d'Or, Qué.	6	462	0	0	6	462
Vancouver, B.C.	11	1199	0	0	11	1199
Wabush/Labrador City, Nfld.	14	1586	17	255	31	1841
Watson Lake, Y.T.	5	545	8	76	13	621
Wemindji, Qué.	0	0	12	240	12	240
Whitehorse, Y.T.	14	1420	18	336	32	1756
Winisk, Ont.	0	0	3	86	3	86
Winnipeg, Man.	17	2023	37	953	54	2976
Wollaston Lake, Sask.	0	0	2	84	2	84
Wrigley, N.W.T.	0	0	1	14	1	14
Yellowknife, N.W.T.	30	2877	22	564	52	3441
Total	555	56951	975	24241	1530	81192

TABLE B.13
SCHEDULED CARRIER ACTIVITY
TRANSBORDER SECTOR
FOR WEEK OF AUG. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	150	20194	19	361	169	20555
Dawson City, Y.T.	0	0	7	126	7	126
Edmonton (International), Alta.	62	8079	0	0	62	8079
Halifax, N.S.	7	714	0	0	7	714
Kingston, Ont.	0	0	10	150	10	150
London, Ont.	0	0	14	700	14	700
Montréal (Dorval), Qué.	225	31118	45	1070	270	32188
Ottawa, Ont./Hull, Qué.	31	3134	2	84	33	3218
Québec, Qué.	0	0	6	90	6	90
Regina, Sask.	14	1484	0	0	14	1484
Saint John, N.B.	7	714	0	0	7	714
Saskatoon, Sask.	7	742	0	0	7	742
Thunder Bay, Ont.	0	0	12	180	12	180
Toronto (Pearson Int'l), Ont.	504	70307	27	405	531	70712
Vancouver, B.C.	147	21083	1	10	148	21093
Victoria, B.C.	0	0	33	198	33	198
Whitehorse, Y.T.	0	0	14	322	14	322
Winnipeg, Man.	42	4718	0	0	42	4718
Yarmouth, N.S.	7	714	0	0	7	714
Total	1203	163001	190	3696	1393	166697

TABLE B.14
SCHEDULED CARRIER ACTIVITY
INTERNATIONAL SECTOR
FOR WEEK OF AUG. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	29	7786	0	0	29	7786
Edmonton (International), Alta.	18	5304	0	0	18	5304
Frobisher Bay, N.W.T.	0	0	1	40	1	40
Gander, Nfld.	6	1728	0	0	6	1728
Halifax, N.S.	7	1986	7	280	14	2266
Montréal (Mirabel), Qué.	130	42097	0	0	130	42097
Québec, Qué.	2	858	0	0	2	858
Toronto (Pearson Int'l), Ont.	114	33321	0	0	114	33321
Vancouver, B.C.	51	17545	0	0	51	17545
Winnipeg, Man.	5	1608	0	0	5	1608
Total	362	112233	8	320	370	112553

TABLE B.15
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	5	75	5	75
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Atikokan, Ont.	0	0	24	480	24	480
Attawapiskat, Ont.	0	0	9	292	9	292
Baie-Comeau, Qué.	18	1422	40	240	58	1662
Baie-Johan-Beetz, Que.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	7	220	7	220
Bella Bella, B.C.	0	0	14	700	14	700
Bella Coola, B.C.	0	0	13	650	13	650
Berens River, Man.	0	0	14	126	14	126
Big Trout Lake, Ont.	0	0	16	204	16	204
Blanc-Sablon, Qué.	0	0	5	200	5	200
Bonaventure, Qué.	0	0	7	105	7	105
Brandon, Man.	12	1428	0	0	12	1428
Brockville, Ont.	0	0	12	180	12	180
Broughton Island, N.W.T.	0	0	4	160	4	160
Calgary, Alta.	595	88431	106	3951	701	92382
Cambridge Bay, N.W.T.	2	112	9	161	11	273
Campbell River, B.C.	26	3094	25	680	51	3774
Cape Dorset, N.W.T.	0	0	2	80	2	80
Castlegar, B.C.	12	1428	6	300	18	1728
Chapleau, Ont.	0	0	7	140	7	140
Charlo, N.B.	6	714	0	0	6	714
Charlottetown, P.E.I.	23	2499	35	1400	58	3899
Chatham, N.B.	6	714	0	0	6	714
Chevery, Qué.	0	0	20	500	20	500
Chibougamau, Qué.	0	0	8	255	8	255
Chisasibi, Qué.	0	0	9	180	9	180
Churchill Falls, Nfld.	2	238	0	0	2	238
Churchill, Man.	4	476	7	260	11	736
Clyde River, N.W.T.	0	0	4	160	4	160
Cochrane, Ont.	0	0	19	338	19	338
Cold Lake, Alta.	0	0	24	360	24	360
Comox, B.C.	13	1547	40	1160	53	2707
Coppermine, N.W.T.	0	0	10	179	10	179
Coral Harbour, N.W.T.	0	0	2	80	2	80
Cranbrook, B.C.	36	4284	0	0	36	4284
Cross Lake, Man.	0	0	6	156	6	156
Dauphin, Man.	0	0	15	135	15	135
Dawson City, Y.T.	0	0	22	462	22	462
Dawson Creek, B.C.	19	2261	0	0	19	2261
Deer Lake, Nfld.	31	3689	11	440	42	4129
Dryden, Ont.	26	3094	23	404	49	3498
Earlton, Ont.	0	0	24	480	24	480
Eastmain River, Qué.	0	0	12	240	12	240
Edmonton (International), Alta.	302	43149	0	0	302	43149
Edmonton (Municipal), Alta.	121	14399	56	2360	177	16759
Elliot Lake, Ont.	0	0	35	645	35	645

TABLE B.15 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Eskimo Point, N.W.T.	0	0	8	280	8	280
Flin Flon, Man.	8	952	0	0	8	952
Forestville, Qué.	0	0	2	12	2	12
Fort Albany, Ont.	0	0	12	480	12	480
Fort Chipewyan, Alta.	3	357	0	0	3	357
Fort Frances, Ont.	0	0	19	380	19	380
Fort McMurray, Alta.	19	2261	0	0	19	2261
Fort McPherson, N.W.T.	0	0	5	75	5	75
Fort Nelson, B.C.	11	1199	2	28	13	1227
Fort Severn, Ont.	0	0	5	98	5	98
Fort Simpson, N.W.T.	1	119	8	112	9	231
Fort Smith, N.W.T.	12	1428	0	0	12	1428
Fort St. John, B.C.	46	5014	0	0	46	5014
Fredericton, N.B.	48	5236	28	870	76	6106
Frobisher Bay, N.W.T.	15	903	11	458	26	1361
Gagnon, Qué.	0	0	7	280	7	280
Gander, Nfld.	35	5270	12	480	47	5750
Gaspé, Qué.	0	0	24	960	24	960
Gatineau/Hull, Qué.	0	0	16	240	16	240
Geraldton, Ont.	0	0	12	240	12	240
Gethsémani, Qué.	0	0	10	100	10	100
Gillam, Man.	6	714	0	0	6	714
Gillies Bay, B.C.	0	0	14	280	14	280
Gjoa Haven, N.W.T.	0	0	6	84	6	84
Gods Lake Narrows, Man.	0	0	5	130	5	130
Gods River, Man.	0	0	3	78	3	78
Goose Bay, Nfld.	13	1421	0	0	13	1421
Grande Prairie, Alta.	15	1635	17	850	32	2485
Halifax, N.S.	216	28690	83	3320	299	32010
Hall Beach, N.W.T.	2	112	2	34	4	146
Hamilton, Ont.	0	0	22	924	22	924
Havre-St.-Pierre, Qué.	0	0	15	510	15	510
Hay River, N.W.T.	12	1428	0	0	12	1428
High Level, Alta.	6	714	0	0	6	714
Holman Island, N.W.T.	0	0	3	43	3	43
Hornepayne, Ont.	0	0	12	240	12	240
Iles-de-la-Madeleine, Qué.	0	0	20	820	20	820
Inuvik, N.W.T.	12	987	34	553	46	1540
Island Lake, Man.	0	0	16	382	16	382
Kamloops, B.C.	40	4760	22	740	62	5500
Kapuskasing, Ont.	0	0	20	420	20	420
Kasabonika, Ont.	0	0	6	90	6	90
Kashechewan, Ont.	0	0	12	480	12	480
Kégashka, Qué.	0	0	10	100	10	100
Kelowna, B.C.	77	9163	36	1440	113	10603
Kenora, Ont.	0	0	47	825	47	825
Kingston, Ont.	0	0	42	630	42	630
Kirkland Lake, Ont.	0	0	12	240	12	240

TABLE B.15 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Kuujuaq (Fort Chimo), Qué.	11	679	0	0	11	679
La Grande, Qué.	10	812	0	0	10	812
La Ronge, Sask.	0	0	14	542	14	542
La Tabatière, Qué.	0	0	10	100	10	100
Lethbridge, Alta.	0	0	51	2540	51	2540
Little Grand Rapids, Man.	0	0	5	45	5	45
Lloydminster, Alta.	0	0	19	285	19	285
London, Ont.	14	1428	98	4900	112	6328
Lynn Lake, Man.	3	357	0	0	3	357
Manitouwadge, Ont.	0	0	6	36	6	36
Marathon, Ont.	0	0	12	72	12	72
Masset, B.C.	0	0	12	120	12	120
Matagami, Qué.	0	0	12	240	12	240
Matane, Qué.	0	0	3	18	3	18
Mayo, Y.T.	0	0	4	80	4	80
Medicine Hat, Alta.	0	0	25	1250	25	1250
Minaki, Ont.	0	0	4	24	4	24
Moncton, N.B.	28	2856	19	760	47	3616
Mont-Joli, Qué.	19	1501	42	1273	61	2774
Montréal (Dorval), Qué.	724	93042	105	3315	829	96357
Montréal (Mirabel), Qué.	137	43021	18	720	155	43741
Moosonee, Ont.	0	0	21	658	21	658
Nanaimo Harbour, B.C.	0	0	15	150	15	150
Nanaimo, B.C.	0	0	71	1810	71	1810
Nanisivik, N.W.T.	2	112	1	20	3	132
Natashquan, Qué.	0	0	16	490	16	490
Negginan, Man.	0	0	7	63	7	63
Norman Wells, N.W.T.	20	1687	0	0	20	1687
North Bay, Ont.	38	3876	50	1014	88	4890
Norway House, Man.	0	0	13	338	13	338
Old Crow, Y.T.	0	0	4	104	4	104
Ottawa, Ont./Hull, Qué.	294	34019	114	4231	408	38250
Oxford House, Man.	0	0	3	78	3	78
Pangnirtung, N.W.T.	0	0	6	240	6	240
Parry Sound, Ont.	0	0	3	30	3	30
Peace River, Alta.	12	1428	15	720	27	2148
Pelly Bay, N.W.T.	0	0	3	42	3	42
Pembroke, Ont.	0	0	23	161	23	161
Penticton, B.C.	37	4403	16	620	53	5023
Peterborough, Ont.	0	0	11	253	11	253
Pickle Lake, Ont.	0	0	10	220	10	220
Pond Inlet, N.W.T.	0	0	4	120	4	120
Port Hardy, B.C.	14	1666	14	700	28	2366
Port-Menier, Qué.	0	0	6	215	6	215
Poste-de-la-Baleine, Qué.	5	406	3	60	8	466
Powell River, B.C.	0	0	34	680	34	680
Prince Albert, Sask.	0	0	31	842	31	842
Prince George, B.C.	59	6691	6	120	65	6811

TABLE B.15 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Prince Rupert, B.C.	14	1526	27	270	41	1796
Québec, Qué.	134	12816	42	630	176	13446
Quesnel, B.C.	6	714	9	180	15	894
Rainbow Lake, Alta.	0	0	5	240	5	240
Rankin Inlet, N.W.T.	0	0	20	774	20	774
Red Lake, Ont.	0	0	19	422	19	422
Red Sucker Lake, Man.	0	0	2	52	2	52
Regina, Sask.	90	11306	33	926	123	12232
Resolute Bay, N.W.T.	4	224	0	0	4	224
Rimouski, Qué.	0	0	22	132	22	132
Round Lake, Ont.	0	0	6	90	6	90
Rouyn/Noranda, Qué.	19	1800	3	120	22	1920
Rupert House, Qué.	0	0	15	300	15	300
Sachs Harbour, N.W.T.	0	0	3	45	3	45
Saguenay/Bagotville, Qué.	13	1427	15	225	28	1652
Saint John, N.B.	54	5712	24	960	78	6672
Sandspit, B.C.	7	833	7	70	14	903
Sandy Lake, Ont.	0	0	6	90	6	90
Sans Souci Island, Ont.	0	0	3	30	3	30
Sarnia, Ont.	0	0	25	1250	25	1250
Saskatoon, Sask.	79	10251	39	1270	118	11521
Sault Ste. Marie, Ont.	51	5865	25	500	76	6365
Schefferville, Qué.	2	158	17	255	19	413
Sept-Iles, Qué.	32	3089	44	1345	76	4434
Sioux Lookout, Ont.	0	0	31	475	31	475
Smithers, B.C.	13	1547	0	0	13	1547
Spence Bay, N.W.T.	0	0	5	70	5	70
St. John's, Nfld.	69	8456	28	1120	97	9576
St. Theresa Point, Man.	0	0	12	278	12	278
St.-Augustin, Qué.	0	0	5	50	5	50
St.-Léonard, N.B.	0	0	10	150	10	150
Stephenville, Nfld.	9	1162	12	480	21	1642
Stewart, B.C.	0	0	5	50	5	50
Stony Rapids, Sask.	0	0	6	252	6	252
Sudbury, Ont.	33	3366	52	1088	85	4454
Sydney/Glace Bay, N.S.	30	3298	22	880	52	4178
Terrace Bay, Ont.	0	0	12	240	12	240
Terrace/Kitimat, B.C.	20	2240	0	0	20	2240
Tête-à-la-Baleine, Qué.	0	0	10	100	10	100
The Pas, Man.	6	714	0	0	6	714
Thompson, Man.	13	1547	0	0	13	1547
Thunder Bay, Ont.	73	8306	58	917	131	9223
Timmins, Ont.	19	1938	40	926	59	2864
Toronto (Buttonville), Ont.	0	0	18	270	18	270
Toronto (Island), Ont.	0	0	18	414	18	414
Toronto (Pearson Int'l), Ont.	1435	221707	156	4382	1591	226089
Tuktoyaktuk, N.W.T.	0	0	21	315	21	315
Uranium City, Sask.	0	0	2	84	2	84

TABLE B.15 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF AUG. 15-21, 1984

City / Airport	<u>Jet</u>		<u>Non-Jet</u>		<u>Total</u>	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Val d'Or, Qué.	30	2668	15	492	45	3160
Vancouver Harbour, B.C.	0	0	86	1570	86	1570
Vancouver, B.C.	661	102568	214	8110	875	110678
Victoria Harbour, B.C.	0	0	71	1420	71	1420
Victoria, B.C.	51	5957	124	4748	175	10705
Wabush/Labrador City, Nfld.	14	1586	17	255	31	1841
Watson Lake, Y.T.	5	545	8	76	13	621
Wawa, Ont.	0	0	20	400	20	400
Wemindji, Qué.	0	0	12	240	12	240
Whitehorse, Y.T.	14	1420	32	658	46	2078
Williams Lake, B.C.	8	952	12	240	20	1192
Windsor, Ont.	33	3366	7	161	40	3527
Winisk, Ont.	0	0	3	86	3	86
Winnipeg, Man.	299	36986	59	1247	358	38233
Wollaston Lake, Sask.	0	0	2	84	2	84
Wrigley, N.W.T.	0	0	1	14	1	14
Yarmouth, N.S.	14	1428	0	0	14	1428
Yellowknife, N.W.T.	30	2877	22	564	52	3441
Yorkton, Sask.	0	0	17	273	17	273
Total	6662	913681	3968	111158	10630	1024839

Table B.16

SUMMARY OF SCHEDULED CARRIER ACTIVITY
TOTAL JET AND NON-JET
1978, 1983, 1984

Departures and Seats

	Southern Domestic Sector		Northern Domestic Sector		Transborder Sector		International Sector		All Sectors	
	Dep.	Seats	Dep.	Seats	Dep.	Seats	Dep.	Seats	Dep.	Seats
1978	7 141	631 281	1 599	96 046	1 284	154 889	373	115 279	10 397	997 495
1983	6 902	632 432	1 505	81 002	1 334	164 472	342	104 734	10 083	982 640
1984	7 337	664 397	1 530	81 192	1 393	166 697	370	112 553	10 630	1 024 839

Percentage Change in Departures and Seats

	Southern Domestic Sector		Northern Domestic Sector		Transborder Sector		International Sector		All Sectors	
	Dep.	Seats	Dep.	Seats	Dep.	Seats	Dep.	Seats	Dep.	Seats
1978 - 1983	-3.35	+0.18	-5.88	-15.66	+3.89	+6.19	-8.31	-9.15	-3.02	-1.49
1983 - 1984	+6.30	+5.05	+1.66	+0.23	+4.42	+1.35	+8.19	+7.47	+5.42	+4.29

INDEX OF CONVENIENCE FOR DOMESTIC SCHEDULED SERVICES: NOTES FOR
TABLES B.17-B.19

The index of convenience detailed in Tables B.18 and B.19 is based on a convenience index used in a Civil Aeronautics Board (CAB) study entitled Competition and the Airlines, an Evaluation of Deregulation, (December, 1982). The basic assumptions have been modified to reflect the Canadian situation.

Convenience, as measured by this index is one aspect of the quality of service being provided by air carriers. Basically, the index relates the service offered with the service desired. The concept of convenience, as defined herein, has thus to do with flight times and flight routings and their ability to facilitate passenger journeys between points of origin and points of destination. For passengers, air services are convenient when their preferences concerning departure and arrival times can be satisfied.

This index of convenience is computed using two key variables: the flight duration and the schedule delay. The flight duration is determined by the speed of the aircraft and the routing of the flight, a non-stop flight taking less time. The schedule delay is measured as the difference between the arriving time of the flight and the time at which the traveller wants to arrive. Sometimes, a traveller will have a choice between two flights: one arriving at the desired time but involving one or more connections and, another arriving later than desired but not involving connections. For such situations, when a choice is to be made between the two available flights, it is assumed that travellers are willing to trade-off an hour of schedule delay for 45 minutes saved on the duration of the flight. This assumption was also used by the CAB and the index was found insensitive to small variations in the trade-off.

As noted earlier, the measurement of convenience requires that services offered be related to services demanded. The magnitude of this task given the data requirements and the size of the Canadian domestic network requires that a number of simplifying assumptions be made.

The first assumption relates to the time period considered. The indexes are calculated from the Official Airline Guide's flight listing for the first Monday in June each year. In order to account for both eastbound and westbound flights the peak periods for arriving flights are defined as between 9:00 to 11:00 hours and 16:00 to 20:00 hours. The index as defined should thus be considered a peak travel index being calculated for peak hour flights during a peak travel period.

The second assumption relates to the underlying demand distribution of the desired arrival times. For purposes of this index a homogeneous demand distribution is assumed, i.e., hypothetical travellers have desired arrival times spread every 15 minutes throughout the peak period of the day. In the absence of information on the actual and unconstrained distribution this hypothetical distribution is used as one possible approximation.

The third assumption relates to the selection of domestic routes used as the basis for the computation of the index. From the eight airports in Canada defined as either large or medium hubs, i.e., Halifax, Montreal, Ottawa, Toronto, Winnipeg, Calgary, Edmonton and Vancouver, a sample of city pairs was drawn. Specifically, from the 28 possible combinations of cities, 14 were randomly selected. Those city pairs are identified in Table B.17.

Trips on the 14 routes selected were simulated using flights listed in the Official Airline Guide (June edition for the appropriate year). A minimum of 30 minutes is allowed if a connection has to be made on a given route.

The index for one route is the average of the weighted flight duration and schedule delay for all hypothetical passengers on that route during the peak period. The index for the convenience of air services as a whole is the weighted sum of the route indexes, the weights being the size of each route's passenger traffic as a proportion of the total origin and destination (O&D) passenger traffic for the selected routes.

Since each route has a specific length of haul, a second index is computed to remove the distance effect. Because the longer routes, like Toronto-Vancouver, have longer flight durations and consequently higher index values, the index for each route is "deflated" by its great circle distance. By doing so, the total index which is a weighted sum of every route index, is not biased by the length of the routes.

The basic index of convenience is reported in Table B.18, the distance adjusted index in Table B.19. In analyzing these tables it must be borne in mind that the index is a time cost index. When the index grows from one year to another it means that the services are less convenient or more costly in terms of time expenditure. It should, however, be noted that the 1983 and 1984 indexes are weighted by 1983, first quarter O&D data. As the data becomes available, the indexes for 1983 and 1984 will be weighted by their respective yearly passenger data as are the other years.

The index reported on in this section forms part of a larger developmental project within the Research Branch. As part of that work, separate indexes are being developed for travel on routes of different lengths of haul and for travel between airports of smaller sizes. In addition, preliminary work is being carried out to design an index incorporating observed load factors on peak period flights as an indication of seat availability. Such an index would include the risk aspect of convenience, i.e., the possibility that a traveller may be denied a seat on the flight of his choice. As these additional indexes become available they will be reported on in this report.

Table B.17

CITY PAIRS USED IN THE CALCULATION OF THE INDEX OF CONVENIENCE

1. Calgary-Montreal	8. Halifax-Ottawa
2. Calgary-Ottawa	9. Halifax-Toronto
3. Calgary-Vancouver	10. Halifax-Winnipeg
4. Calgary-Winnipeg	11. Montreal-Ottawa
5. Edmonton-Halifax	12. Montreal-Toronto
6. Edmonton-Montreal	13. Ottawa-Toronto
7. Edmonton-Ottawa	14. Toronto-Vancouver

Table B.18

INDEX OF CONVENIENCE (UNADJUSTED)
FOR A SAMPLE OF SERVICES BETWEEN THE LARGEST EIGHT
HUB AIRPORTS IN CANADA

<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983*</u>	<u>1984*</u>
95.1	102.0	100.0	104.5	103.2	102.9	106.5	88.9	91.5

Table B.19

INDEX OF CONVENIENCE WITH DISTANCE FACTOR
FOR A SAMPLE OF SERVICES BETWEEN THE LARGEST EIGHT
HUB AIRPORTS IN CANADA

<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983*</u>	<u>1984*</u>
98.7	105.4	100.0	97.7	96.2	93.2	94.4	98.6	99.0

Note: * The 1983 and 1984 indexes are weighted by 1983, 1st quarter O&D data, the most recent data available.

PART C

P R I C I N G

This part of the report presents information relative to pricing in both the Canadian and U.S. domestic markets.

Table C.1 details movements in the Canadian domestic economy fare index by length of haul. The index is developed using the Air Canada fare formula for the period 1970 through 1984. Changes in the Consumer Price Index (CPI) are identified in the table for comparative purposes.

Tables C.2 through C.6 provide information on the utilization of premium, full and discounted fares in the domestic market. Background notes relative to the concepts and methodology employed accompany the tables.

Table C.7 compares the prices of full and discounted fares on the most heavily travelled city pairs in Canada with those on comparable city pairs in the United States. Background notes relative to the concepts and methodology employed accompany the table.

Table C.8 lists the restrictions applied to deep discount air fares (i.e., fares discounted by 25% or more from the full economy fare) introduced by Air Canada and/or CP Air in the period January through September 1984. This table provides an indication of the kind of restrictions which condition the sale of the most deeply discounted fares available in Canada.

Table C.1

CANADIAN DOMESTIC ECONOMY AIR FARE INDEX

<u>Year</u>	<u>CPI</u>	<u>August Economy Fare</u>					
		<u>300 km</u>	<u>600 km</u>	<u>1200 km</u>	<u>2400 km</u>	<u>4000 km</u>	<u>6000 km</u>
1970	97	90	92	94	95	96	96
1971	100	100	100	100	100	100	100
1972	105	100	100	100	100	100	100
1973	113	107	104	103	98	91	87
1974	125	127	123	118	112	107	104
1975	139	149	138	129	123	117	114
1976	149	168	153	142	134	126	123
1977	160	187	172	158	149	141	137
1978	175	197	179	165	155	150	148
1979	191	207	188	173	163	158	155
1980	211	255	227	204	188	181	177
1981	237	298	267	242	225	217	213
1982	263	356	318	287	266	256	250
1983	278	382	343	310	288	277	271
1984	287	401	360	325	302	291	285

Notes: Year-end values are used for the CPI in each year except 1984 which used the value for the first six months of the year.

The base year for the index is 1971. The Air Canada domestic economy fare formula in effect in July 1971 was \$12.00 per passenger plus 3.60¢ per kilometre flown.

Sources: Bank of Canada Review.
Air carrier tariffs filed with the Air Transport Committee.

FARE TYPE UTILIZATION: NOTES FOR TABLES C.2-C.6

Tables C.2 to C.6 provide preliminary estimates for 1983 on fare type utilization. These estimates are for passenger carriage on scheduled services operated within Canada by Level I carriers (including domestic portions of international flights). The estimates are derived from the Fare Basis Survey recently instituted by the Aviation Statistics Centre of Statistics Canada. For 1983, Level I carriers covered by the survey were Air Canada, CP Air, Eastern Provincial Airways, Nordair and Pacific Western Airlines.

Survey Concepts

Concepts of the Fare Basis Survey are reported in Statistics Canada's Service Bulletin 51-004 (Volume 16, No. 9, September 1984). Basically, participating carriers report passenger volume and revenue by fare code and coupon origin and destination (O&D). Coupon O&D refers to the point of enplanement and the point of deplanement covered by one flight coupon. A flight coupon is a coupon in an airline ticket, issued for transportation, which contains the itinerary of the passengers but is valid only for carriage between the passenger's point of enplanement and deplanement on a single flight as noted on the coupon. (Thus, for a trip involving one or more air carriers participating in the survey, a passenger would be counted each time a flight coupon was "lifted" from the ticket, i.e., each time a flight connection occurred within the itinerary covered by the ticket.) The flight coupon also provides the fare basis code, the class of service, stopover code, carrier, date of travel, flight number and applicable fare.

Fare Type Groups

The fare basis codes reported by the participating carriers have been classified by general fare type groups. The fare type groups presented in the tables are as follows:

- i) Premium Fare comprising First Class;
- ii) Full Fare comprising full fare Regular Economy;
- iii) Discounted Fare comprising the various discount fares such as Charter Class, Seat Sale, Advance Purchase Excursion, Group, Senior Citizen, Youth, Family Plan Dependents, etc.; and
- iv) Other comprising Industry and Agency Discount fares and Military as well as unknown fare codes.

Table Categories

Table C.2 presents domestic scheduled passenger traffic by length of haul. The All Distances grouping consists of all city pair lengths where both the coupon origin and coupon destination are within Canada. This grouping is disaggregated into four length of haul sub-groups comprising city

pairs within Canada separated by great circle distances between 0 to 600 kms, 601 to 1200 kms, 1201 to 2400 kms and more than 2400 kms.

Table C.3 presents domestic scheduled passenger traffic by volume (density) groupings. The table groups city pairs according to 1983 daily passenger traffic between them as reported in the Fare Basis Survey. Five groupings, consisting of less than 10 passengers per day, 10 to 50 passengers per day, 51 to 200 passengers per day, 201 to 500 passengers per day and more than 500 passengers per day are reported.

Table C.4 crosstabulates the length of haul groupings of Table C.2 with the volume groupings of Table C.3 for all domestic scheduled passenger traffic.

Tables C.5 and C.6 divide domestic scheduled passenger traffic between that carried within the southern sector and that carried to/from and within the northern sector. The dividing line separating the southern domestic and northern domestic sectors has previously (see notes for Tables B.1-B.16) been defined by:

- a) the 50th parallel from the Atlantic Ocean to the Ontario-Manitoba boundary,
- b) the diagonal joining the 50th parallel at the Ontario-Manitoba boundary to the 53rd parallel at the Manitoba-Saskatchewan boundary, and
- c) the 55th parallel from the Manitoba-Saskatchewan boundary to the British Columbia-Alaska boundary.

This definition varies slightly from that presently reported in Tables C.5 and C.6, however, in that traffic to/from The Pas and Flin Flon, Manitoba is included in the southern sector. Passenger traffic to/from these points accounts for considerably less than one percent of total domestic traffic in 1983.

Reliability of Estimates

All estimates with a coefficient of variation of 25 or less are reported. Estimates with a coefficient of less than 10 can generally be considered reliable from a sampling point of view. Estimates with coefficients of variation between 10 and 25 are reported and marked with a single asterisk (*) and should be used with caution. Estimates with coefficients of variation greater than 25 are not reported but are denoted with a double asterisk (**). The coefficient of variation is the ratio of the estimate's standard error (i.e., square root of its variance) to the estimate itself, expressed as a percentage.

Table C.2

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DOMESTIC PASSENGERS - DISTRIBUTION OF FARE TYPE GROUPS BY LENGTH OF HAUL
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - QUARTERLY AND ANNUAL

	Passengers ('000)	% Distribution by Fare Type Groups			
		Premium Fare	Full Fare	Discounted Fare	Other
All Distances					
First Quarter	3 112.1	0.7	56.5	36.8	6.0*
Second Quarter	3 837.6	0.8	50.1	44.5	4.7
Third Quarter	3 998.7	0.7	43.2	49.8	6.3
Fourth Quarter	3 427.0	0.7	48.4	47.9	3.0
Annual	14 375.3	0.7	49.2	45.1	5.0
0-600 Kilometres					
First Quarter	1 402.5	0.2	67.6	26.9	5.3*
Second Quarter	1 544.6	0.3	65.8	29.7	4.3
Third Quarter	1 437.9	0.2	58.7	34.9	6.2
Fourth Quarter	1 436.8	0.3	62.8	33.7	3.2
Annual	5 821.8	0.3	63.7	31.3	4.8
601-1200 Kilometres					
First Quarter	822.2	0.3*	52.8	41.8	**
Second Quarter	987.8	0.4	48.4	47.9	3.4
Third Quarter	1 052.5	0.3	44.3	50.4	5.0
Fourth Quarter	867.3	0.3*	47.1	50.1	2.4
Annual	3 729.8	0.4	47.9	47.8	4.0
1201-2400 Kilometres					
First Quarter	460.9	0.8	45.1	46.4	**
Second Quarter	630.8	0.7	38.7	54.5	6.1
Third Quarter	747.4	0.6*	32.5	60.6	6.4
Fourth Quarter	554.3	0.7	35.7	60.3	3.3
Annual	2 393.3	0.7	37.3	56.2	5.8
2401 Kilometres or More					
First Quarter	426.5	3.0*	39.4	49.3	8.3*
Second Quarter	674.5	2.4	27.4	64.1	6.1*
Third Quarter	760.9	2.0	23.0	66.6	8.3*
Fourth Quarter	568.5	2.4	26.6	68.2	2.8*
Annual	2 430.5	2.4	28.0	63.3	6.4

Notes: Due to roundings, totals may vary slightly from the sum of components.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

Source: Aviation Statistics Centre.

Table C.3

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DOMESTIC PASSENGERS - DISTRIBUTION OF FARE TYPE GROUPS BY VOLUME
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - QUARTERLY AND ANNUAL

	Passengers ('000)	% Distribution by Fare Type Groups			
		Premium Fare	Full Fare	Discounted Fare	Other
All Volumes					
First Quarter	3 112.1	0.7	56.5	36.8	6.0*
Second Quarter	3 837.6	0.8	50.1	44.5	4.7
Third Quarter	3 998.7	0.7	43.2	49.8	6.3
Fourth Quarter	3 427.0	0.7	48.4	47.9	3.0
Annual	14 375.3	0.7	49.2	45.1	5.0
1-9 Passengers/Day					
First Quarter	43.8	**	62.3	35.8	**
Second Quarter	44.4	**	57.9	39.6	2.5*
Third Quarter	56.7	**	54.7	42.6	2.5*
Fourth Quarter	41.5	**	57.5	41.1	1.3
Annual	186.5	**	57.9	39.9	2.1*
10-50 Passengers/Day					
First Quarter	213.8	0.1*	60.9	36.0	**
Second Quarter	256.7	0.1*	57.7	39.9	2.3
Third Quarter	295.9	**	51.2	45.8	3.0*
Fourth Quarter	235.3	**	55.1	43.2	1.7*
Annual	1 001.6	0.1*	55.8	41.6	2.5
51-200 Passengers/Day					
First Quarter	425.2	0.2	58.5	37.1	4.3*
Second Quarter	496.2	0.3	56.3	40.3	3.2
Third Quarter	553.6	0.2*	49.0	45.8	5.1
Fourth Quarter	440.8	0.2*	53.8	43.9	1.9
Annual	1 915.8	0.2	54.1	42.0	3.7
201-500 Passengers/Day					
First Quarter	789.2	0.5	55.5	38.3	5.8*
Second Quarter	923.9	0.5	52.4	42.3	4.8
Third Quarter	962.3	0.4	45.6	47.7	6.2
Fourth Quarter	855.4	0.5*	49.9	46.6	3.0
Annual	3 530.7	0.5	50.6	43.9	5.0
501 Passengers/Day or More					
First Quarter	1 640.0	0.9	55.8	36.2	7.1*
Second Quarter	2 116.5	1.0	46.6	47.1	5.3
Third Quarter	2 130.2	0.9	39.2	52.7	7.2
Fourth Quarter	1 854.0	1.0	45.4	50.2	3.4
Annual	7 740.7	1.0	46.2	47.1	5.8

Notes: Due to roundings, totals may vary slightly from the sum of components.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

Source: Aviation Statistics Centre.

Table C.4

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DOMESTIC PASSENGERS - PERCENTAGE CARRIAGE OF DISCOUNTED AND
OTHER FARES BY VOLUME AND LENGTH OF HAUL
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - QUARTERLY AND ANNUAL

	Length of Haul			
	0-600 Kilometres	601-1200 Kilometres	1201-2400 Kilometres	2401 Kilometres or More
All Volumes				
First Quarter	32.2	46.9	54.1	57.6
Second Quarter	33.9	51.2	60.6	70.2
Third Quarter	41.1	55.4	67.0	75.0
Fourth Quarter	37.0	52.6	63.6	70.9
Annual	36.0	51.8	62.0	69.7
0-9 Passengers/Day				
First Quarter	28.2*	36.2	51.2	52.8
Second Quarter	29.9	38.1	59.3	59.7
Third Quarter	35.6	45.3	54.0	55.5
Fourth Quarter	34.4*	39.1*	57.1	54.2
Annual	32.3	39.7	55.3	55.8
10-50 Passengers/Day				
First Quarter	34.1	36.4	48.3	64.1
Second Quarter	34.3	40.1	51.1	69.4
Third Quarter	40.5	44.4	59.1	74.4
Fourth Quarter	37.1*	40.4	56.9	74.3
Annual	36.6	40.6	54.7	71.2
51-200 Passengers/Day				
First Quarter	33.8	45.5	48.4	49.1
Second Quarter	33.2	46.9	55.4	56.2
Third Quarter	40.3	52.8	61.2	68.6
Fourth Quarter	35.8*	51.2	50.7	63.8
Annual	35.9	49.3	55.2	60.3
201-500 Passengers/Day				
First Quarter	38.0	41.5	56.9	54.8
Second Quarter	36.4	42.7	61.9	70.1
Third Quarter	42.3	49.1	69.3	73.1
Fourth Quarter	39.5	45.3	65.9	71.3
Annual	39.1	44.8	64.0	68.6
501 Passengers/Day or More				
First Quarter	28.8	53.1	54.4	58.9
Second Quarter	33.0	59.9	62.5	71.6
Third Quarter	40.9	62.3	69.0	76.2
Fourth Quarter	36.0	59.8	65.3	71.7
Annual	34.6	59.1	63.6	70.9

Notes: Due to roundings, totals may vary slightly from the sum of components.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

Source: Aviation Statistics Centre.

Table C.5

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DOMESTIC PASSENGERS - DISTRIBUTION OF FARE TYPE GROUPS BY SECTOR
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - QUARTERLY AND ANNUAL

	Passengers ('000)	Z Distribution by Fare Type Groups			
		Premium Fare	Full Fare	Discounted Fare	Other
Total Domestic					
First Quarter	3 112.1	0.7	56.5	36.8	6.0*
Second Quarter	3 837.6	0.8	50.1	44.5	4.7
Third Quarter	3 998.7	0.7	43.2	49.8	6.3
Fourth Quarter	3 427.0	0.7	48.4	47.9	3.0
Annual	14 375.3	0.7	49.2	45.1	5.0
Southern Sector					
First Quarter	2 930.2	0.7	55.6	37.8	6.3*
Second Quarter	3 635.9	0.8	49.1	45.3	4.9
Third Quarter	3 780.4	0.7	42.0	50.8	6.6
Fourth Quarter	3 267.8	0.7	47.4	48.8	3.1
Annual	13 614.4	0.7	48.1	46.0	5.2
Northern Sector					
First Quarter	181.8	-	70.7	28.1	1.3*
Second Quarter	201.7	-	68.4	30.7	0.9
Third Quarter	218.3	-	64.3	34.3	1.4
Fourth Quarter	159.1	-	69.8	29.1*	1.1
Annual	760.9	-	68.1	30.8	1.2

Notes: Due to roundings, totals may vary slightly from the sum of components.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

Source: Aviation Statistics Centre.

Table C.6

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DOMESTIC SOUTHERN SECTOR PASSENGERS - PERCENTAGE CARRIAGE OF DISCOUNTED AND
OTHER FARES BY VOLUME AND LENGTH OF HAUL
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - QUARTERLY AND ANNUAL

	Length of Haul			
	0-600 Kilometres	601-1200 Kilometres	1201-2400 Kilometres	2401 Kilometres or More
0-9 Passengers/Day				
First Quarter	31.6*	47.2	66.9	65.6
Second Quarter	33.0	48.9	72.8	70.6
Third Quarter	38.4	58.6	72.7	70.8
Fourth Quarter	36.9*	58.1*	72.6	64.6
Annual	35.4	52.8	71.6	68.2
10-50 Passengers/Day				
First Quarter	40.0	40.0	55.9	64.1
Second Quarter	38.8	43.7	56.8	69.4
Third Quarter	44.8	50.8	65.6	74.4
Fourth Quarter	40.2	46.1	63.5	74.3
Annual	41.0	45.5	61.3	71.2
51-200 Passengers/Day				
First Quarter	35.8	51.1	51.0	49.1
Second Quarter	35.1	52.8	60.3	56.2
Third Quarter	42.1	58.3	68.2	68.6
Fourth Quarter	37.5	57.1	60.9	63.8
Annual	37.8	55.1	61.5	60.3
201-500 Passengers/Day				
First Quarter	38.0	41.5	56.9	54.8
Second Quarter	36.4	42.7	61.9	70.1
Third Quarter	42.3	49.1	69.3	73.1
Fourth Quarter	39.5	45.3	65.9	71.3
Annual	39.1	44.8	64.0	68.6
501 Passengers/Day or More				
First Quarter	28.8	53.1	54.4	58.9
Second Quarter	33.0	59.9	62.5	71.6
Third Quarter	40.9	62.3	69.0	76.2
Fourth Quarter	36.0	59.8	65.3	71.7
Annual	34.6	59.1	63.6	70.9

Notes: Due to roundings, totals may vary slightly from the sum of components.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

Source: Aviation Statistics Centre.

A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES: NOTES FOR TABLE C.7

City Pairs Selected

The accompanying table provides information on air fares between selected city pairs in Canada and the U.S. The Canadian city pairs are those which in 1977 recorded traffic volumes in excess of 100 000 coupon origin and destination (O&D) passengers per year.* Each Canadian city pair is matched with at least two U.S. city pairs. The U.S. city pairs were selected because of their similarity to the Canadian city pairs in terms of distance and volume (1977 coupon O&D traffic) characteristics.

Fares offered in these same city pairs during earlier time periods have been analyzed in: The Low-Priced Air Fare Review: The First Five Years, Canadian Transport Commission, Report No. 1983/05, Ottawa/Hull, November 1983; The Low-Priced Air Fare Review: A Three Year Perspective, Canadian Transport Commission, Report No. 1982/02, Ottawa/Hull, March 1982.

Carrier Coverage

Carriers reporting service and fare information to the Airline Tariff Publishing Company and the Official Airline Guide are considered in this review of air fares.

For Canada this includes fares offered on scheduled commercial air services, regular specific point commercial air services and certain specific point commercial air services provided by Canadian air carriers.

For the United States this includes fares offered on services provided by American certificated and commuter air carriers.

Fare Types

Four fares are reported for each city pair. They include two full adult fares including the modal and the lowest-priced, and two discounted fares including the lowest-priced potential full fare and the lowest-priced non-status fare. The definitions of these fare types follows.

* Victoria-Vancouver is not included because comparable U.S. markets, defined by distance and traffic volume criteria were not found.

Modal Full Adult Fare

A full adult fare is a one-way fare designated by fare class and code as an Economy (Y), Coach (Y), or Standard Class (S) fare.

Full adult fares are not subject to the purchase, travel or capacity restrictions which typically condition the sale of discounted fares.

In many city pairs a range of full fares is offered. The modal full adult fare is that full fare offered by the dominant carrier(s) in the city pair as defined by departing frequencies.

Lowest-Priced Full Adult Fare

The lowest-priced full adult fare is the least expensive full fare which is available for weekday travel offered by any participating carrier in the city pair.

The Lowest-Priced Potential Full Adult Fare

A potential full adult fare is a one-way fare designated by such fare classes as Thrift, Thrift Discounted, Economy Discounted or Coach Discounted and such codes as H, K, M, S, V and Q.

Potential full adult fares have no advance purchase, minimum stay nor return travel conditions. However, these fares are frequently capacity and/or itinerary controlled and generally offer less service amenity than do Economy, Coach or Standard Class Fares.

The lowest-priced potential full adult fare is the least expensive potential full fare available for weekday travel offered by any participating carrier in the city pair.

Lowest-Priced Non-Status Fare

This is the lowest-priced fare available for travel between the city pair during the survey period. These fares are frequently restricted by travel conditions such as advance purchase, minimum stay or return requirements or may be available only in off-peak travel periods such as evenings or weekends.

Fares dependent on the basic demography of the passenger, such as Senior Citizen, Youth, Children, Military, Government Travel, Clergy, Job Training, Family Plan, Inclusive Tour, and Group are defined as status fares and are not included in determining the lowest-price non-status fare.

How the Data are Assembled

For each identified Canadian and U.S. city pair a preliminary listing is made of (1) carrier participants, (2) the price of the full adult fare offered by each carrier, (3) the lowest-priced potential full adult fare, and (4) the lowest-priced non-status fare. This preliminary listing is taken from the Airline Tariff Publishing Company's Electronic Tariff as reported on February 1, May 1, August 1 or November 1, as appropriate and from the applicable tariffs of People Express and Southwest Airlines. Restrictions relative to the air fares are taken from the first published edition of the Airline Tariff Publishing Company's The Official North American Passenger Tariff Set following the study date.

Reference is then made to the Official Airline Guide (the February 1, May 1, August 1 or November 1 edition, as appropriate) so as to define the dominant carrier(s) in the city pair for the purpose of selecting the modal full adult fare from the listing of full adult fares. In so doing, carriers may be identified over and above those recorded in the preliminary carrier listing. Carriers identified in this step are contacted for details on the fares offered if they are among the dominant carriers in the city pair served or if it is assessed that the carriers' fares may impact on the definition of the lowest-priced (1) full adult fare (2) potential full adult fare or (3) non-status fare in the city pair. This assessment is made by comparing the generalized fare listing in the Official Airline Guide against the preliminary results derived from the Airline Tariff Publishing Company's data as supplemented by that of People Express and Southwest Airlines. On the basis of this additional information the fare listing is amended as appropriate.

Further Notes on the Selection Process

To be listed, a fare must be available for travel at least during the first seven days of the survey month. Thus if a price increase is effective on the third day of the month, the higher rather than the lower fare will be listed. As another example, in an August study period, a fare may be identified as being available for travel over the Christmas period. Such fares are not considered available during the study period.

If, in the selection of the modal full adult fare, there is no carrier or group of carriers with clear market dominance or where amongst the dominant carriers full fare prices are different such that more than one modal price may be identified, then the lower of the full adult fares is identified as the mode.

If between any city pair no potential full adult fare is offered then that column is left blank. In cases where a potential full fare is available but at a higher price than the lowest-priced full fare, then the latter price is reported in the column.

Table C.7
A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES
AUGUST 1, 1984

City Pair	1977 Passenger Volume	One-Way Distance (km)	Return Full Fares		Return Discounted Fares	
			Modal	Lowest	Lowest Potential Full Fare	Lowest Non-Status Fare
Montréal-Toronto	1 403 430	506	226	226	184	136
Boston-New York	2 100 230	307	74	74	63	46
Chicago-Minneapolis	1 141 950	550	269	93	91	72
Ottawa-Toronto	790 260	363	198	184	158	90
New York-Pittsburgh	867 600	518	265	91	91	65
Chicago-St. Louis	727 060	412	302	128	128	128
Calgary-Edmonton	590 110	248	126	106	-	64
Houston-New Orleans	582 010	501	102	72	72	64
Atlanta-Birmingham	554 040	216	170	170	-	81
Montréal-Ottawa	281 160	151	154	132	-	78
Chicago-Moline	279 250	235	178	178	83	83
Fresno-San Francisco	277 540	266	139	139	100	92
Harrisburg-Pittsburgh	267 850	280	195	185	-	133
Montréal-Québec	281 720	235	170	170	-	77
Chicago-Moline	279 250	235	178	178	83	83
Fresno-San Francisco	277 540	266	139	139	100	92
Harrisburg-Pittsburgh	267 850	280	196	185	-	133
London-Toronto	129 430	142	154	154	-	56
Baltimore-Boston	206 640	595	278	120	91	91
Las Vegas-Phoenix	205 680	410	72	72	65	65
Kelowna-Vancouver	149 040	281	150	108	-	81
Richmond-Washington	149 910	154	133	115	91	86
Burbank-Las Vegas	145 490	359	157	157	102	102
Toronto-Windsor	146 550	313	186	186	-	112
Charlotte-Washington	145 120	526	289	241	128	128
Chicago-Kalamazoo	144 830	187	189	180	152	99
Prince George-Vancouver	140 050	524	238	238	-	155
Charlotte-Greenville	141 870	121	109	104	91	72
Baltimore-Pittsburgh	138 790	323	193	120	120	91
Sudbury-Toronto	136 860	340	190	190	-	114
Champaign-Chicago	137 470	209	176	176	107	91
Kansas City-Omaha	136 230	256	161	146	109	74
Edmonton-Fort McMurray	121 180	400	188	188	-	122
Syracuse-Washington	122 850	478	256	120	120	91
Atlanta-Fayetteville	120 320	531	317	317	-	158
Sault Ste. Marie-Toronto	118 020	494	222	222	-	133
Charlotte-Columbia	118 130	143	146	107	-	94
Greensboro-Washington	116 490	393	246	237	176	176

Table C.7 (Cont'd)

A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES

AUGUST 1, 1984

City Pair	1977 Passenger Volume	One-Way Distance (km)	Return Full Fares		Return Discounted Fares	
			Modal	Lowest	Lowest Potential Full Fare	Lowest Non-Status Fare
Regina-Winnipeg	106 000	532	228	228	-	114
Minneapolis-Sioux Falls	104 720	317	209	209	102	101
Chicago-Waterloo	103 250	389	257	257	183	109
Calgary-Vancouver	438 260	685	258	258	220	129
Denver-San Francisco	423 300	1 540	509	231	231	185
Chicago-Hartford	407 300	1 252	491	391	343	221
Toronto-Winnipeg	396 200	1 502	418	418	-	239
Atlanta-Baltimore	395 850	927	398	398	331	237
Chicago-Houston	384 450	1 500	517	231	185	165
Edmonton-Vancouver	354 230	808	282	282	242	183
Denver-Las Vegas	349 510	991	413	194	194	157
Charlotte-New York	347 450	864	376	350	239	202
Halifax-Toronto	270 270	1 287	376	376	-	229
Atlanta-Dayton	270 010	695	333	333	-	212
Atlanta-Sarasota	267 800	715	339	339	139	128
Halifax-Montréal	217 130	803	282	282	226	169
Atlanta-Melbourne	215 320	713	339	339	-	165
Denver-San Diego	212 310	1 352	491	194	194	157
Thunder Bay-Toronto	204 020	909	302	302	-	181
Chicago-Tulsa	203 320	945	396	378	257	194
Los Angeles-Tucson	195 320	724	185	195	111	111
Calgary-Winnipeg	146 270	1 191	356	356	284	178
Cleveland-St. Louis	144 530	792	369	359	257	166
Charlotte-Chicago	143 070	948	380	354	276	247
Edmonton-Winnipeg	127 600	1 187	356	356	-	231
Memphis-New York	125 840	1 539	526	472	333	231
Atlanta-Syracuse	124 510	1 276	491	491	-	268
Halifax-St. John's	114 710	880	296	296	-	178
Dallas-Louisville	113 390	1 173	452	433	291	249
Philadelphia-St. Louis	119 560	1 318	491	361	257	221
Calgary-Regina	105 610	661	254	254	-	127
Los Angeles-Reno	106 290	620	174	174	146	113
Atlanta-Providence	104 000	1 453	507	507	361	249
Toronto-Vancouver	539 290	3 342	778	778	-	299
Chicago-Phoenix	565 940	2 326	643	269	269	239
Atlanta-Los Angeles	500 310	3 312	770	733	561	276
Calgary-Toronto	370 840	2 686	650	520	-	239
Los Angeles-Washington	376 410	3 682	828	326	326	270
Los Angeles-Minneapolis	354 040	2 454	685	315	315	258

Table C.7 (Cont'd)
A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES
AUGUST 1, 1984

City Pair	1977 Passenger Volume	One-Way Distance (km)	Return Full Fares		Return Discounted Fares	
			Modal	Lowest	Lowest Potential Full Fare	Lowest Non-Status Fare
Edmonton-Toronto	294 400	2 687	650	650	-	239
Los Angeles-St. Louis	299 590	2 544	648	648	239	239
New Orleans-New York	285 240	1 901	581	287	239	239
Vancouver-Winnipeg	176 220	1 862	490	488	-	244
Houston-San Francisco	183 500	2 651	669	296	296	222
Philadelphia-San Francisco	167 740	4 065	869	361	361	313
Montréal-Vancouver	128 010	3 679	844	844	-	329
Miami-San Francisco	124 560	4 168	869	324	324	313
Las Vegas-St. Louis	122 240	2 208	613	613	331	250
Regina-Toronto	105 960	2 027	522	522	-	299
Houston-Las Vegas	106 650	1 976	581	183	183	183
Dallas-San Jose	103 200	2 324	648	417	369	268

Notes: Canadian fares are in current Canadian dollars.
U.S. fares are in current U.S. dollars.
These fares do not include tax.

Sources: ATPCO Electronic Tariff, August 1, 1984.
ATPCO Passenger Tariff Set, August 8, 1984.
Official Airline Guide, August 1, 1984.
Airline Flight Schedules of People Express and Southwest Airlines.

Table C.8

TERMS AND CONDITIONS OF DOMESTIC
DEEP DISCOUNT AIR FARES* INTRODUCED BY
AIR CANADA AND CP AIR ON SCHEDULED SERVICES
JANUARY - SEPTEMBER, 1984

1. WINTER SEAT SALE FARES (Air Canada and CP Air)

- | | | |
|-----|------------------|---|
| i | Advance Purchase | - 14 days |
| ii | Length of Stay | - min: 7 days
- max: 30 days |
| iii | Ticket Purchase | - tickets must be purchased within 72 hours after the reservations are confirmed and at least 14 days prior to departure. |
| iv | Availability | - available for travel from January 16 to April 30 on all domestic city pairs served by Air Canada and on CP Air's transcontinental city pairs.

- seats are limited. |
| v | Itinerary | - confirmed return reservations required.

- stopovers are not permitted.

- changes in reservations not permitted after issuance of ticket.

- no refund on cancellation.

- upgrading of the ticket to a higher fare between the same points is permitted without charge.

- open-jaw trips are permitted at the outward destination. |
| vi | Fare Formula | - 27-68% off return economy fare for period January 16 to March 8, depending on the market and day of travel.

- 27-62% off return economy fare for the period of March 9 to April 30, depending on the market and day of travel. |

* Fares discounted by 25% or more from the full economy fare.

- vii Amendments - effective March 9, weekend prices reduced to midweek fare level.

2. SKYSAVER CLASS SALE FARES (Air Canada) AND ADVANCE PURCHASE EXCURSION FARES (CP Air)

- i Advance Purchase - 14 days
- ii Length of Stay
 - min: first Sunday after departure
 - max: 6 months
- iii Ticket Purchase - tickets must be purchased within 14 days after the reservations are confirmed and at least 14 days prior to departure.
- iv Availability
 - available for travel from May 1 to October 27 on Air Canada and from May 1 to October 29 on CP Air between the following city pairs:
 - Calgary-Montreal/Toronto/Ottawa
 - Edmonton-Montreal/Toronto/Ottawa
 - Toronto-Regina/Saskatoon/Vancouver/Winnipeg
 - Halifax-Toronto
 - Ottawa-Vancouver
 - Montreal-Vancouver
 - Vancouver-Winnipeg
 - seats are limited.
- v Itinerary
 - confirmed return reservations required.
 - stopovers are not permitted.
 - changes in reservations/cancellation permitted for a fee of \$30 or 10% of the fare paid, whichever is greater.
 - upgrading of the ticket to a higher fare between the same points is permitted without charge.
 - open-jaw trips are permitted at the outward destination.
- vi Fare Formula - 43-69% off return economy fare depending on the market, season and time-of-day of the travel.
- vii Amendments - in order to remain competitive with Wardair between selected city pairs both

Air Canada and CP Air made changes with respect to the pricing and availability of this fare.

3. SPRING/SUMMER '84 ROUND TRIP SKYSAVER FARES (Air Canada and CP Air)

- i Advance Purchase - 14 days
- ii Length of Stay - min: first Sunday after departure
- max: 30 days
- iii Ticket Purchase - tickets must be purchased within 72 hours after the reservations are confirmed and at least 14 days prior to departure.
- iv Availability - available for travel from May 1 to October 27 on the following routes:

Vancouver-Calgary/Edmonton/Saskatoon/Regina
Calgary-Victoria/Saskatoon/Regina/Winnipeg
Edmonton-Victoria/Winnipeg
Winnipeg-Saskatoon/Regina

- available for travel from May 1 to September 30, on all other domestic city pairs served by Air Canada and CP Air except the city pairs that qualified for the Skysaver Class Sale fares and Advance Purchase Excursion fares, which are identified in 2(iv) above.

- seats are limited.
- v Itinerary - confirmed return reservations required.

- stopovers are not permitted.

- changes in reservations not permitted after issuance of ticket.

- a fee of 50% of the fare paid applies on cancellation.

- upgrading of the ticket to a higher fare between the same points is permitted without charge.

- open-jaw trips are permitted at the outward destination.

- vi Fare Formula - 40-50% off return economy fare depending on the market and season of travel.

4. TRANSCON SPRING SALE FARES (Air Canada) AND EARLY BIRD SUMMER SALE FARES (CP Air)

- i Advance Purchase - 14 days
- ii Length of Stay - min: first Sunday after departure
 - max: 30 days
- iii Ticket Purchase - tickets to be purchased within 72 hours after the reservations are confirmed and at least 14 days prior to departure.

 - all ticketing must be completed by April 15.
- iv Availability - available for travel from June 15 to September 9 between the following city pairs:

 Calgary-Montreal/Toronto/Ottawa
 Edmonton-Montreal/Toronto/Ottawa
 Ottawa-Vancouver
 Montreal-Vancouver
 Toronto-Vancouver

 - seats are limited.
- v Itinerary - confirmed return reservations required.

 - stopovers are not permitted.

 - changes in reservations not permitted after issuance of ticket.

 - no refund on cancellation.

 - upgrading of the ticket to a higher fare between the same points is permitted without charge.

 - open-jaw trips are permitted at the outward destination.
- vi Fare Formula - 55-65% off return economy fare depending on the market and time-of-day of the travel.

5. ROUND TRIP ADVANCE PURCHASE EXCURSION FARES (Air Canada and CP Air)

- i Advance Purchase - 14 days
- ii Length of Stay
 - min: first Sunday after departure
 - max: 60 days
 - all travel to be completed by December 18.
- iii Ticket Purchase - tickets must be purchased no later than 14 days after the reservations are confirmed and at least 14 days prior to departure.
- iv Availability
 - available for travel from September 23 to December 15 on all domestic city pairs served by Air Canada and on CP Air's transcontinental and western Canada/transcontinental through city pairs.
 - seats are limited.
- v Itinerary
 - confirmed return reservations required.
 - one stopover is permitted.
 - changes in reservations are permitted up to 14 days prior to departure upon payment of a \$50 fee.
 - cancellation permitted prior to departure upon payment of a \$50 fee.
 - upgrading of the ticket to a higher fare between the same points is permitted without charge.
 - open-jaw trips are permitted at the outward destination.
- vi Fare Formula - 43-65% off return economy fare depending on the market and day of travel.

Source: Carriers' Tariff Filings with the Air Transport Committee.

PART D

O P E R A T I N G P E R F O R M A N C E

This part of the report focuses on the operating performance of air carriers providing domestic services. In this edition, 1983 domestic scheduled and charter traffic trends are presented. Monthly capacity and utilization data (revenue passenger-kilometres, available seat-kilometres and load factors) are detailed for the major scheduled carriers (Air Canada, CP Air, PWA, Nordair, Quebecair and EPA) in Tables D.1 to D.6. Monthly passenger and revenue passenger-kilometres for domestic charter operations* are detailed in Tables D.7 to D.10 and D.11 to D.14, respectively. The information on charter services is also disaggregated by type of charter--Advance Booking Charters, Inclusive Tour Charters and Common Purpose Charters.

A comparison of Canadian and U.S. air carrier 1983 annual domestic scheduled passenger yields is presented in Table D.15. A more detailed explanation of the analysis accompanies the table.

* Charters operated on aircraft greater than 18 000 pounds (8 165 kg).

Table D.1

AIR CANADA DOMESTIC SCHEDULED SERVICES

1983

	Revenue Passenger-kilometres ('000)	Available Seat-kilometres ('000)	Load Factor (%)
January	712 263	1 341 016	53.11
February	613 785	1 192 478	51.47
March	830 720	1 337 327	62.12
April	862 000	1 326 091	65.00
May	1 007 397	1 427 353	70.58
June	997 736	1 457 267	68.47
July	1 084 224	1 602 120	67.67
August	1 116 050	1 592 677	70.07
September	951 532	1 405 111	67.72
October	889 440	1 344 560	66.15
November	903 374	1 247 190	72.43
December	840 500	1 230 561	68.30
Annual Total	10 809 021	16 503 751	65.49

Source: Aviation Statistics Centre.

Table D.2
CP AIR DOMESTIC SCHEDULED SERVICES
1983

	Revenue Passenger-kilometres ('000)	Available Seat-kilometres ('000)	Load Factor (%)
January	225 975	474 772	47.60
February	196 587	461 475	42.60
March	279 813	517 823	54.04
April	304 125	484 684	62.75
May	393 402	515 896	76.26
June	363 076	494 106	73.48
July	362 128	497 012	72.86
August	389 582	500 112	77.90
September	366 813	492 006	74.55
October	333 937	491 681	67.92
November	332 928	478 079	69.64
December	317 104	471 915	67.20
Annual Total	3 865 470	5 879 561	65.74

Source: Aviation Statistics Centre.

Table D.3
PWA DOMESTIC SCHEDULED SERVICES
1983

	Revenue Passenger-kilometres ('000)	Available Seat-kilometres ('000)	Load Factor (%)
January	101 542	210 127	48.32
February	93 415	189 968	49.17
March	114 762	214 402	53.53
April	110 790	208 403	53.16
May	120 827	208 473	57.96
June	131 061	205 563	63.76
July	141 074	249 769	56.48
August	141 750	256 384	55.29
September	124 841	237 894	52.48
October	117 175	232 058	50.49
November	111 187	226 277	49.14
December	131 750	238 637	55.21
Annual Total	1 440 174	2 677 955	53.78

Source: Aviation Statistics Centre.

Table D.4
NORDAIR DOMESTIC SCHEDULED SERVICES
1983

	Revenue Passenger-kilometres ('000)	Available Seat-kilometres ('000)	Load Factor (%)
January	19 945	..	..
February	35 417	..	..
March	33 922	..	..
April	32 791	..	..
May	49 798	..	..
June	40 710	..	..
July	37 621	..	..
August	45 030	..	..
September	40 979	..	..
October	41 321	..	..
November	40 338	..	..
December	39 147	..	..
Annual Total	457 019	..	..

Note: .. not available.

Source: Aviation Statistics Centre.

Table D.5
QUEBECAIR DOMESTIC SCHEDULED SERVICES

1983

	Revenue Passenger-kilometres ('000)	Available Seat-kilometres ('000)	Load Factor (%)
January	15 503	32 619	47.53
February	15 513	30 965	50.10
March	18 509	35 264	52.49
April	17 292	32 648	52.96
May	19 450	35 446	54.87
June	19 946	34 994	57.00
July	17 954	39 341	45.64
August	21 936	43 089	50.91
September	23 965	46 966	51.03
October	21 061	39 952	52.72
November	21 044	39 554	53.20
December	21 031	35 753	58.82
Annual Total	233 204	446 591	52.22

Source: Aviation Statistics Centre.

Table D.6
EPA DOMESTIC SCHEDULED SERVICES
1983

	Revenue Passenger-kilometres ('000)	Available Seat-kilometres ('000)	Load Factor (%)
January	25 167	59 069	42.61
February	12 102	25 399	47.65
March	18 106	29 179	62.05
April	20 204	34 799	58.06
May	33 863	62 168	54.47
June	37 379	66 849	55.92
July	51 566	82 800	62.28
August	56 828	104 381	54.44
September	48 865	100 201	48.77
October	44 747	99 726	44.87
November	45 437	97 358	46.67
December	45 155	99 878	45.21
Annual Total	439 419	861 807	50.99

Source: Aviation Statistics Centre.

Table D.7

TOTAL* DOMESTIC CHARTER SERVICES: PASSENGERS

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	617	5 518	3 261	-	11 520	50	20 966
February	-	2 346	542	-	3 780	-	6 668
March	204	1 384	908	-	5 004	-	7 500
April	99	327	1 058	-	3 459	-	4 943
May	104	2 528	437	56	29 089	-	32 214
June	385	6 031	811	201	42 158	-	49 586
July	1 039	15 040	1 761	288	54 428	-	72 556
August	895	16 840	693	196	50 529	-	69 153
September	-	4 856	-	-	25 087	-	29 943
October	-	1 346	-	-	18 081	-	19 427
November	1 629	558	-	-	4 018	-	6 205
December	-	4 162	2 690	-	12 470	-	19 322
Annual Total	4 972	60 936	12 161	741	259 623	50	338 483

Notes: Includes Advance Booking Charters (ABC's), Inclusive Tour Charters (ITC's) and Common Purpose Charters (CPC's).

Source: Aviation Statistics Centre.

Table D.8

DOMESTIC ADVANCE BOOKING CHARTERS: PASSENGERS

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	420	5 518	3 261	-	11 520	-	20 719
February	-	1 695	542	-	3 780	-	6 017
March	-	529	908	-	5 004	-	6 441
April	-	-	1 058	-	3 459	-	4 517
May	-	1 901	437	-	29 089	-	31 427
June	168	4 594	97	-	42 158	-	47 017
July	787	14 071	1 047	-	54 428	-	70 333
August	667	16 348	693	-	50 529	-	68 237
September	-	4 187	-	-	25 087	-	29 274
October	-	1 112	-	-	18 081	-	19 193
November	-	328	-	-	4 018	-	4 346
December	-	4 162	2 690	-	12 470	-	19 322
Annual Total	2 042	54 445	10 733	-	259 623	-	326 843

Source: Aviation Statistics Centre.

Table D.9

DOMESTIC INCLUSIVE TOUR CHARTERS: PASSENGERS

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	-	-	-	-	-	50	50
February	-	651	-	-	-	-	651
March	-	459	-	-	-	-	459
April	99	-	-	-	-	-	99
May	-	627	-	56	-	-	683
June	-	974	-	201	-	-	1 175
July	-	969	-	288	-	-	1 257
August	-	492	-	196	-	-	688
September	-	669	-	-	-	-	669
October	-	234	-	-	-	-	234
November	-	230	-	-	-	-	230
December	-	-	-	-	-	-	-
Annual Total	99	5 305	-	741	-	50	6 195

Source: Aviation Statistics Centre.

Table D.10

DOMESTIC COMMON PURPOSE CHARTERS: PASSENGERS

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	197	-	-	-	-	-	197
February	-	-	-	-	-	-	-
March	204	396	-	-	-	-	600
April	-	327	-	-	-	-	327
May	104	-	-	-	-	-	104
June	217	463	714	-	-	-	1 394
July	252	-	714	-	-	-	966
August	228	-	-	-	-	-	228
September	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-
November	1 629	-	-	-	-	-	1 629
December	-	-	-	-	-	-	-
Annual Total	2 831	1 186	1 428	-	-	-	5 445

Source: Aviation Statistics Centre.

Table D.11

TOTAL* DOMESTIC CHARTER SERVICES: REVENUE PASSENGER-KILOMETRES ('000)

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	935	16 377	9 209	-	36 249	24	62 794
February	-	7 811	698	-	12 633	-	21 142
March	115	3 910	1 169	-	16 723	-	21 917
April	243	117	1 362	-	11 506	-	13 228
May	256	6 464	562	57	89 062	-	96 401
June	602	15 613	1 876	90	126 326	-	144 507
July	2 675	39 978	3 835	192	155 538	-	202 218
August	2 022	45 192	1 471	180	148 137	-	197 002
September	-	11 208	-	-	71 476	-	82 684
October	-	1 835	-	-	51 374	-	53 209
November	1 559	1 261	-	-	13 336	-	16 156
December	-	11 783	7 295	-	37 305	-	56 383
Annual Total	8 407	161 549	27 477	519	769 665	24	967 641

Notes: Includes Advance Booking Charters (ABC's), Inclusive Tour Charters (ITC's) and Common Purpose Charters (CPC's).

Source: Aviation Statistics Centre.

Table D.12

DOMESTIC ADVANCE BOOKING CHARTERS: REVENUE PASSENGER-KILOMETRES ('000)

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	766	16 377	9 209	-	36 249	-	62 601
February	-	5 665	698	-	12 633	-	18 996
March	-	1 768	1 169	-	16 723	-	19 660
April	-	-	1 362	-	11 506	-	12 868
May	-	5 934	562	-	89 062	-	95 558
June	427	13 916	206	-	126 326	-	140 875
July	1 998	37 357	2 223	-	155 538	-	197 116
August	1 694	43 871	1 471	-	148 137	-	195 173
September	-	10 663	-	-	71 476	-	82 139
October	-	1 626	-	-	51 374	-	53 000
November	-	493	-	-	13 336	-	13 829
December	-	11 783	7 295	-	37 305	-	56 383
Annual Total	4 885	149 453	24 195	-	769 665	-	948 198

Source: Aviation Statistics Centre.

Table D.13

DOMESTIC INCLUSIVE TOUR CHARTERS: REVENUE PASSENGER-KILOMETRES ('000)

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	-	-	-	-	-	24	24
February	-	2 146	-	-	-	-	2 146
March	-	1 508	-	-	-	-	1 508
April	243	-	-	-	-	-	243
May	-	530	-	57	-	-	587
June	-	1 016	-	90	-	-	1 106
July	-	2 621	-	192	-	-	2 813
August	-	1 322	-	180	-	-	1 502
September	-	545	-	-	-	-	545
October	-	209	-	-	-	-	209
November	-	769	-	-	-	-	769
December	-	-	-	-	-	-	-
Annual Total	243	10 666	-	519	-	24	11 452

Source: Aviation Statistics Centre.

Table D.14

DOMESTIC COMMON PURPOSE CHARTERS: REVENUE PASSENGER-KILOMETRES ('000)

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	169	-	-	-	-	-	169
February	-	-	-	-	-	-	-
March	115	634	-	-	-	-	749
April	-	117	-	-	-	-	117
May	256	-	-	-	-	-	256
June	175	681	1 670	-	-	-	2 526
July	677	-	1 612	-	-	-	2 289
August	328	-	-	-	-	-	328
September	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-
November	1 559	-	-	-	-	-	1 559
December	-	-	-	-	-	-	-
Annual Total	3 279	1 432	3 282	-	-	-	7 993

Source: Aviation Statistics Centre.

A COMPARISON OF CANADIAN AND U.S. CARRIER DOMESTIC SCHEDULED PASSENGER
YIELDS: NOTES FOR TABLE D.15

The accompanying table (Table D.15) provides a comparison of the domestic scheduled passenger yields* of major Canadian carriers and U.S. major, national and large regional carriers. This sample of U.S. airlines includes all U.S. certificated carriers reporting to the Civil Aeronautics Board (CAB) with an annual operating revenue of over \$10 million U.S. By comparison, Quebecair the smallest major Canadian airline in terms of operating revenue, generated an operating revenue of \$71 million Canadian in 1983.

Of the 46 U.S. airlines falling within these three categories, all-cargo carriers were eliminated from the analysis as were a number of other carriers** due to data difficulties. In total 32 U.S. carriers and six major Canadian airlines were included in the comparison.

A regression analysis with yield as a function of distance (average stage length) was undertaken and used as a basis for comparison among the airlines. The U.S. carrier yields were also adjusted by the prevailing Canadian to U.S. dollar exchange rate.*** The resulting equation is:

$$\text{Yield} = 5.370648 + 3815.13 (1/\text{Distance})$$

(9.84) (6.02)

t statistics in brackets ().
 $R^2 = .73$

Table D.15 presents the results of the comparison. In this table actual yields are compared to those estimated using the regression. The difference between actual and estimated yields for each carrier is shown in the last column (Actual-Estimated). A positive value in this column, e.g., No. 16 US Air +2.05, indicates that the actual yield was above the estimated or expected yield for an average carrier at that particular stage length; a negative value, e.g., No. 37 People Express -4.64, indicates the opposite--the carrier's yield was below the estimated or expected yield for an average carrier operating at that particular stage length.

* Yields (¢ per rpk) are calculated as scheduled passenger revenue (excluding excess baggage) divided by scheduled revenue passenger-kilometres flown.

** Excluded from the list of air carriers as reported in the January 1983 edition of CAB Air Carrier Traffic Statistics were Braniff, Air Florida, Texas International, Transamerica, Hawaii Express, Pacific East and Pacific Express.

*** An exchange rate of 1.2324 Canadian dollars per U.S. dollar has been used.

Table D.15

A COMPARISON OF CANADIAN AND U.S. CARRIER DOMESTIC SCHEDULED PASSENGER YIELDS

1983 Annual

Carrier	Average Stage Length (km per departure)	Yield (¢ per rpk)		
		Actual	Estimated	Actual-Estimated
1 Air Canada	961	10.20	9.34	+0.86
2 CP Air	1 067	8.17	8.95	-0.78
3 EPA	436	13.80	14.12	-0.32
4 Quebecair	328	18.95	17.00	+1.95
5 Nordair	535	14.41	12.50	+1.91
6 PWA	391	15.53	15.13	+0.40
7 American	1 357	8.81	8.18	+0.63
8 Continental	1 024	8.36	9.10	-0.74
9 Delta	863	10.50	9.79	+0.71
10 Eastern	927	9.80	9.49	+0.31
11 Northwest	996	8.95	9.20	-0.25
12 Pan American	1 275	7.39	8.36	-0.97
13 Republic	595	11.03	11.78	-0.75
14 TransWorld	1 268	8.28	8.38	-0.10
15 United	1 313	8.18	8.28	-0.10
16 US Air	570	14.11	12.06	+2.05
17 Western	945	8.21	9.41	-1.20
18 Air California	547	11.88	12.35	-0.47
19 Alaska	855	11.84	9.83	+2.01
20 Aloha	195	19.00	24.94	-5.94
21 Capitol	2 156	5.43	7.14	-1.71
22 Frontier	681	10.14	10.97	-0.83
23 Hawaiian	187	18.57	25.77	-7.20
24 Ozark	641	11.56	11.32	+0.24
25 Pacific Southwest	565	10.49	12.12	-1.63
26 Piedmont	539	12.15	12.45	-0.30
27 Southwest	488	8.53	13.19	-4.66
28 Wien	367	14.15	15.77	-1.62
29 World	2 649	4.70	6.81	-2.11
30 Air Midwest*	227	28.83	22.18	+6.65
31 Air Wisconsin	177	32.70	26.93	+5.77
32 Empire	262	22.50	19.93	+2.57
33 Jet America	2 298	7.30	7.03	+0.27
34 Midway	718	13.08	10.68	+2.40
35 Muse	583	8.12	11.91	-3.79
36 New York Air	483	14.95	13.27	+1.68
37 People Express	718	6.04	10.68	-4.64
38 Reeve	895	19.34	9.63	+9.71

Notes: * Reported rpks were adjusted for Air Midwest to include missing December traffic.

U.S. carrier yields are converted to Canadian dollars using an exchange rate of \$1.2324 Canadian dollars per U.S. dollar.

Estimated yields were obtained using the regression equation:
yield = 5.370648 + 3815.13 (1/Distance).

Sources: Bank of Canada Review, October 1984.

Aviation Statistics Centre.

CAB, Air Carrier Traffic Statistics, January-December 1983.

CAB, Air Carrier Financial Statistics, March, June, September, December 1983.

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INTRODUCTION

The Air Transport Monitor is prepared by staff of the Passenger Transport Studies and Economic and Social Research Directorates of the Research Branch of the Canadian Transport Commission. It is undertaken with the intent of collecting and disseminating information on service levels, air fares and air carrier operations as may be of assistance to the consideration of competition and regulation in the Canadian air transport industry.

This is the second in a series of monitoring reports, the first of which was issued in January 1985. The report is divided into four parts:

Part A, "Applications and Decisions", reviews Air Transport Committee decisions relative to the licence authorities of Level I, II and III air carriers.

Part B, "Services", details scheduled carrier activity at airports in Canada. An index of service convenience is also provided in this part of the report.

Part C, "Pricing", presents information relative to pricing in both the Canadian domestic and the U.S. domestic markets.

Part D, "Operating Performance", reports on domestic scheduled and charter traffic levels and provides a comparison of the domestic scheduled yields of Canadian and U.S. carriers.

The table formats and the coverage in this report should be viewed as preliminary. Questions regarding any aspect of the report or comments as to possible additional topics which might be included in future issues should be addressed to Sheila Rajani, Canadian Transport Commission, Ottawa, Ontario K1A 0N9 or telephone (819) 997-2830.

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PART A

APPLICATIONS AND DECISIONS

This part of the report provides a review of Air Transport Committee decisions relative to the licence authorities of Level I, II and III air carriers engaged in offering fixed wing air services or a combination of fixed wing and rotating wing air services. These carriers are identified in Table A.1.1. Definitions of carrier levels, classes of service and aircraft weight groupings are provided in Tables A.1.2, A.1.3 and A.1.4 respectively.

The review covers all decisions for the period from October 1, 1984 to December 31, 1984 except decisions related to changes of ownership, transfer of licence authorities and change of name, and decisions relative to air carrier operations involving the transport of cargo or the use of rotating wing aircraft. The decisions have been categorized into the following groups:

- Decisions concerning new domestic licence authorities
- Decisions concerning existing domestic licence authorities
 - Amendments to add point(s)
 - Amendments to suspend point(s) or lift suspension of point(s)
 - Amendments to operating conditions
 - Amendments to weight group conditions
 - Status of experimental licences
- Decisions concerning new and existing transborder and international licence authorities.

A brief summary of the carrier(s) involved, the application giving rise to each decision and the results are provided in Tables A.2 through A.4. Table A.5 contains a list of revisions to decisions reported in previous issues.

Given the abbreviated nature of this presentation and the inherent problems of attempting to categorize into homogeneous groups many individual events which are unique in their own right the interested reader is encouraged to refer to the actual text of each decision, which can be obtained through the Secretary of the Air Transport Committee, if further details and analysis are required. It should also be noted that this review has been compiled for information purposes only and is not to be considered as an authoritative document in any dispute with respect to the actual decisions.

Table A.1.1

AIR CARRIERS INCLUDED IN THE REVIEW
OF DECISIONS CONCERNING LICENCE AUTHORITIES

Level I

Air Canada
Canadian Pacific Air Lines Limited operating as, (o/a) CP Air
Eastern Provincial Airways Ltd.
Nordair Ltée - Nordair Ltd.
Pacific Western Airlines Ltd.
Quebecair
Wardair Canada Inc.

Level II

Air Ontario Limited
Austin Airways Limited
Bradley Air Services Limited/First Air
Jim Pattison Industries Ltd. o/a AirBC
Jim Pattison Industries Ltd. o/a Trans-Provincial Airlines Ltd.
North Canada Air Ltd. o/a Norcanair
Northwest Territorial Airways Ltd.
Time Air (1982) Ltd.

Level III

Aero Arctic Ltd.
Aero Aviation Centre (1981) Ltd.
Aero Trades (Western) Ltd.
Air Atonabee Limited/Cité Express - City Express
Air Creebec Inc.
Air-Dale Limited
Airgava Ltée - Airgava Ltd.
Air Inuit Ltée - Air Inuit Ltd.
Air Niagara Ltd.
Air Saguenay (1980) Inc.
Air Satellite Inc.
Aklavik Flying Service Limited
Angus Aviation Ltd.
Athabaska Airways Ltd.
Aviation Amos M. et J. Inc.
B.C. Yukon Air Service Ltd.
Bearskin Lake Air Service Ltd.
Bonavair Ltd.
Brooker-Wheaton Aviation Ltd.
Buffalo Airways Ltd.
Business Air Services (Toronto) Limited
Business Air Services Limited
Business Flights Ltd.
Bute Air Inc.
Calm Air International Ltd. o/a Calm Air

Canwest Aviation Ltd.
Columbia Airlines Ltd.
Contact Airways Ltd.
Execaire Inc.
Flight Center Victoria
Flightexec Limited
Forest Industries Flying Tankers Limited
Futura Airlines Limited
Highwood Air Service Ltd.
Ilford-Riverton Airways Ltd.
Inter City Air
Interflite Aviation Ltd.
Interflite Aviation Services Inc.
Kenn Borek Air Ltd.
La Ronge Aviation Services Ltd.
Labrador Airways Limited
Laurentide Aviation Ltd.
Maple Air Services Ltd.
Meridian Aviation Ltd.
Millardair Ltd.
Nahanni Air Services Ltd.
norOntair
North Cariboo Flying Service Ltd.
North Coast Air Services Ltd.
Northern Thunderbird Air Ltd.
Northward Airlines Ltd.
North Western Flying Services Limited
Ontario Central Airlines Ltd.
Peace Air Limited
Pem-Air Limited
Peninsula Air Service Limited
Perimeter Airlines (Inland) Ltd.
Perimeter Aviation Ltd.
Powell Air Ltd.
Propair Inc.
Ptarmigan Airways Ltd.
Québec Aviation Ltée - Quebec Aviation Ltd.
Regionair
Rotor Lease Limited
Shirley Air Services Ltd.
Simpson Air (1981) Ltd.
Skycharter Limited
Slate Falls Airways Limited
Soundair Corporation/Commuter Express
South West Air Limited
Southern Frontier Air Transport Ltd. o/a Southern Frontier Airlines
Toronto Airways Limited o/a Torontair
Trans North Turbo Air Limited o/a Trans North Air
Tyee Airways Ltd.
Voyageur Airways Limited
Wapiti Aviation Ltd.
Wilderness Airline (1975) Ltd.
Worldways Canada Ltd.

Source: Aviation Statistics Centre, Air Carrier Listing, December, 1984.

Table A.1.2

DEFINITIONS OF CARRIER LEVELS

Level I

Comprising any air carrier that, in each of the two years immediately preceding the reporting year,

- (i) was licensed to operate a Class 1, 2, 3, 4, 8, 9-2, 9-3 or 9-4 fixed wing commercial air service,
- (ii) carried, under its licences to operate the services listed in subparagraph (i),
 - (a) five hundred thousand or more enplaned passengers,
 - (b) one hundred thousand or more tonnes of enplaned goods, or
 - (c) both the passengers and goods referred to in clauses (a) and (b), and
- (iii) derived annual gross revenues of five hundred thousand dollars or more from the operation of all its licensed commercial air services.

Level II

Comprising any air carrier not assigned to reporting Level I that, in each of the two years immediately preceding the reporting year,

- (i) was licensed to operate a Class 1, 2, 3, 4, 8, 9-2, 9-3 or 9-4 fixed wing commercial air service,
- (ii) carried under its licences to operate the services listed in subparagraph (i),
 - (a) more than fifty thousand enplaned passengers,
 - (b) more than ten thousand tonnes of enplaned goods, or
 - (c) both the passengers and goods referred to in clauses (a) and (b), and
- (iii) derived annual gross revenues of five hundred thousand dollars or more from the operation of all its licensed commercial air services.

Level III

Comprising any air carrier not assigned to reporting Level I, Level II, Level V, Level VI or Level VII respectively, that

- (i) during any part of the reporting year, was licensed to operate a Class 1, 2, 8 or 9-2 fixed wing commercial air service, or
- (ii) in each of the two years immediately preceding the reporting year, derived annual gross revenues of five hundred thousand dollars or more from the operation of all its licensed commercial air services.

Level IV

Comprising any air carrier that, in either of the two years immediately preceding the reporting year, derived annual gross revenues of less than five hundred thousand dollars from the operation of all its licensed commercial air services, except

- (i) any air carrier that, during any part of the reporting year, was licenced to operate a Class 1, 2, 8 or 9-2 fixed wing commercial air service,
- (ii) any air carrier assigned to reporting Level V, Level VI or Level VII respectively, and
- (iii) any air carrier that continues to be assigned to reporting Level I, Level II or Level III pursuant to subsection (6).*

Level V

Comprising, regardless of revenue earned, any air carrier that, throughout the reporting year, was licenced to operate

- (i) only Class 7 fixed wing commercial air services, or
- (ii) only Class 7 fixed wing commercial air services and Class 6 commercial air services.

Level VI

Comprising, regardless of revenues earned, any air carrier that, throughout the reporting year, held no licence other than one or more that authorized Class 6 commercial air services.

Level VII

Comprising, regardless of revenues earned, any air carrier that, throughout the reporting year, held no licence other than one or more that authorized any or all of Class 4, Class 9-4, Class 5 or Class 9-5 commercial air services restricted to serving the transportation requirements of a lodge operation.

* The reference is to Part VIII, Section 146, subsection (6) of the Air Carrier Regulations.

Table A.1.3

DEFINITIONS OF CLASSES OF SERVICE

Class 1

Scheduled commercial air service, being a service that is operated wholly within Canada and that is required to provide public transportation of persons, goods or mail by aircraft, serving points in accordance with a service schedule at a toll per unit of traffic.

Class 2

Regular Specific Point commercial air service, being a service that is operated wholly within Canada and that is required to provide, to the extent that facilities are available, public transportation of persons, goods or mail by aircraft, serving points in accordance with a service pattern at a toll per unit of traffic.

Class 3

Specific Point commercial air service, being a service that is operated wholly within Canada and that offers public transportation of persons, goods or mail by aircraft, serving points consistent with traffic requirements and operating conditions at a toll per unit of traffic.

Class 4

Charter commercial air service, being a service that is operated wholly within Canada and that offers public transportation, on reasonable demand, of persons or goods from the base specified or the protected base denoted in the licence issued for that commercial air service at a toll per kilometre or per hour for the charter of an entire aircraft, or at such other tolls as may be allowed by the Air Transport Committee, and includes recreational flying.

Class 5

Contract commercial air service, being a service that is operated wholly within Canada from the base specified in the licence issued for that commercial air service, that offers transportation of persons or goods solely under contracts of carriage with users with whom the air carrier has a substantial relationship through corporate structure or financial control and that does not hold out to the general public, or a class of segment thereof, the offer of transportation by air.

Class 6

Flying club commercial air service, being a service that is operated wholly within Canada from the base specified in the licence issued for that commercial air service and that provides flying training and recreational flying to members of a flying club incorporated as a non-profit organization.

Class 7

Specialty commercial air service, being a service that is operated from the base specified in the licence issued for that commercial air service for any purpose not provided for by any other class of service and, without limiting the generality of the foregoing, for any of the following purposes:

- (i) "aerial application and distribution", being the application of chemicals or distribution of other materials from aircraft to
 - (a) inhibit and destroy insect life and other forms of organism injurious to plants, crops and forests, or
 - (b) foster the growth of crops, forests or fish including agricultural flying, aerial pest control, spraying, seeding and reseedling, forest cultivation and fish cultivation;
- (ii) "aerial construction", being the use of rotating wing aircraft in construction work, including aerial hoisting, mountain tram line construction, aerial pole setting and aerial power line construction;
- (iii) "aerial control", being fire suppression, fire or frost prevention or altering the normal processes of weather, including aerial fire control, forest fire protection, firefighting, forest firefighting, forest protection, water pumping, forest control, hail suppression, aerial frost control, rain making, fog dispersal and cloud seeding;
- (iv) "aerial inspection, reconnaissance and advertising", being
 - (a) the reporting from aerial observation upon events, natural phenomena related to man-made objects, or
 - (b) the providing of visual messages in the atmosphere, including aerial patrol and inspection, ice reconnaissance, seal spotting, forest inspection and administration, forest patrol, pipeline patrol, powerline patrol, news service and aerial advertising;
- (v) "aerial photography and survey", being
 - (a) the taking of photographs or the recording in other tangible form of phenomena on, under or above the earth's crust by a carrier using a camera or other measuring or

recording device mounted in or attached to the carrier's aircraft and under the carrier's control, and

- (b) the eventual delivery of the photograph or other record to the client in finished, semi-finished or other tangible form, including aerial photography, scintillometer survey, aerial prospecting and geophysical survey;
- (vi) "aerial photography restricted to scenics", being the recording of scenes only and not involving any interpretive services or the creation of maps of any kind;
- (vii) "flying training", being an air service for the purpose of instructing a person in the art and science of pilotage and the operation and navigation of aircraft; and
- (viii) "recreational flying", being flights that originate and terminate at the same place without landing at any other place for the purpose of taking on or discharging passengers and that are
 - (a) flown over a standard course that has been advertised by the carrier,
 - (b) conducted for the sole purpose of the recreation of the passengers, and
 - (c) charged for at a rate per seat per unit of time, including sightseeing, barn storming and parachute jumping.

Class 8

International Scheduled commercial air service, being a service that is operated between points in Canada and points in any other country and that is required to provide public transportation of persons, goods or mail by aircraft, serving such points in accordance with a service schedule at a toll per unit of traffic.

Class 9-2

International Regular Specific Point commercial air service, being a service that is operated between points in Canada and points in any other country and that is required to provide, to the extent that facilities are available, public transportation of persons, goods or mail by aircraft, serving such points in accordance with a service pattern at a toll per unit of traffic.

Class 9-3

International Specific Point commercial air service, being a service that is operated between points in Canada and points in any other country and that

offers public transportation of persons, goods or mail by aircraft, serving such points consistent with traffic requirements and operating conditions at a toll per unit of traffic.

Class 9-4

International Charter commercial air service, being a service that is operated between Canada and any other country and that offers public transportation, on reasonable demand, of persons or goods at a toll per kilometre or per hour for the charter of the entire aircraft, or at a toll on such other basis as may be allowed by the Air Transport Committee.

Class 9-5

International contract commercial air service, being a service that is operated between Canada and any other country from the base specified in the licence issued for that commercial air service, that offer transportation of persons or goods solely under contracts of carriage with users with whom the air carrier has a substantial relationship through corporate structure or financial control and that does not hold out to the general public or a class or segment thereof, the offer of transportation by air.

Table A.1.4

DEFINITIONS OF AIRCRAFT WEIGHT GROUPS REFERRED TO
IN THE REVIEW OF DECISIONS CONCERNING LICENCE AUTHORITIES

Group A

Having a maximum authorized take-off weight on wheels not greater than 4 300 pounds (1 950 kg).

Group B

Having a maximum authorized take-off weight on wheels greater than 4 300 pounds (1 950 kg), but not greater than 7 000 pounds (3 175 kg).

Group C

Having a maximum authorized take-off weight on wheels greater than 7 000 pounds (3 175 kg), but not greater than 18 000 pounds (8 165 kg).

Group D

Having a maximum authorized take-off weight on wheels greater than 18 000 pounds (8 165 kg), but not greater than 35 000 pounds (15 876 kg).

Group E

Having a maximum authorized take-off weight on wheels greater than 35 000 pounds (15 876 kg), but not greater than 75 000 pounds (34 020 kg).

Group F

Having a maximum authorized take-off weight on wheels greater than 75 000 pounds (34 020 kg), but not greater than 150 000 pounds (68 040 kg).

Group G

Having a maximum authorized take-off weight on wheels greater than 150 000 pounds (68 040 kg), but not greater than 350 000 pounds (158 760 kg).

Group H

Having a maximum authorized take-off weight on wheels greater than 350 000 pounds (158 760 kg).

Source: Directory of Canadian Commercial Air Services.

Table A.2

DECISIONS CONCERNING NEW DOMESTIC LICENCE AUTHORITIES
OCTOBER 1 - DECEMBER 31, 1984

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8375	10-04	Air Saguenay (1980) Inc.	- authority to operate a Class 4 Charter commercial air service using fixed wing aircraft in Groups B and C from a base at Great Whale, P.Q.-- approved.
8376	10-12	La Ronge Aviation Services Ltd.	- authority to operate a Class 4 Charter commercial air service using fixed wing aircraft in Groups B and C from a base at Baker Lake, N.W.T.-- denied.
8406	10-18	Propair Inc.	- in accordance with the Minister's Certified Opinion dated September 12, 1984, Decision No. 6707 dated March 23, 1982 and Decision No. 7844 dated January 27, 1984 are varied, and authority to operate a Class 2 Regular Specific Point commercial air service using fixed wing aircraft in Group D serving the points Rouyn/Noranda, Val-d'Or and Gatineau, P.Q. is granted.
8430	11-02	Voyageur Airways Limited	- authority to operate a Class 2 Regular Specific Point commercial air service, serving the points Sudbury and Toronto (Lester B. Pearson International Airport), Ontario, using Groups B and C fixed wing aircraft--approved.
8431	10-30	Kenn Borek Air Ltd.	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services from a base at Prince George, B.C. using fixed wing aircraft in Groups A, B and C-- approved, (see also Table A.4).
8526	12-07	Austin Airways Limited	- authority to operate a Class 2 Regular Specific Point commercial air service using fixed wing aircraft in Groups B, C, D and E serving the points Kapuskasing, Timmins and Toronto, Ontario--approved.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8527	12-07	Air Niagara Ltd.	- authority to operate a Class 3 Specific Point commercial air service using fixed wing aircraft in Groups B and C serving the points St. Catharines, Toronto (Toronto Island Airport and Lester B. Pearson International Airport) and Collingwood, Ontario--approved.
8544	12-18	Southern Frontier Air Transport Ltd. o/a Southern Frontier Airlines	- authority to operate a Class 2 Regular Specific Point commercial air service using fixed wing aircraft in Groups B, C, D and E serving the points Lloydminster, Saskatchewan and Cold Lake, Alberta--approved.

Table A.3.1

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
AMENDMENTS TO ADD POINT(S)
OCTOBER 1 - DECEMBER 31, 1984

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8373	10-04	Powell Air Ltd.	- addition of point Comox, B.C. to Licence No. A.T.C. 3237/81 Non-Scheduled (NS)--approved.
8384	10-05	Bearskin Lake Air Service Ltd.	- addition of points Bearskin Lake, Sachigo Lake and Muskrat Dam, Ontario to Licence No. A.T.C. 2653/77(NS)--approved with modification that a new licence will be issued in lieu of adding the points to the existing licence.
8396	10-15	Voyageur Airways Limited	- addition of points Marathon and Manitouwadge, Ontario to Licence No. A.T.C. 3288/81(NS)--approved.
8424	10-26	Ilford-Riverton Airways Ltd.	- in accordance with the Minister's Certified Opinion dated September 14, 1984, Decision No. 7464 dated June 30, 1983 is varied and Licence No. A.T.C. 624/52(NS) is amended by adding the point Oxford House, Manitoba.
8425	11-01	Bradley Air Services Limited o/a First Air	- addition of point Coral Harbour, N.W.T. to Licence No. A.T.C. 2500/75(NS)--approved.
8455	11-09	Air Atonabee Ltd. o/a City Express/ Cité Express	- in accordance with the Minister's Certified Opinion dated September 12, 1984, Decision No. 7960 dated April 6, 1984 is varied and Licence Nos. A.T.C. 3198/80(NS), A.T.C. 2325/74(NS) and A.T.C. 3115/80(NS) are amended by adding the point Hamilton, Ontario.
8477	11-16	Pacific Western Airlines Ltd.	- application to consolidate Licence Nos. A.T.C. 1788/68 Scheduled (S) and A.T.C. 3205/81(S) into one licence and to add the point Thunder Bay, Ontario to the consolidated licence--approved.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8568	12-31	Time Air (1982) Ltd.	- addition of the points Fort McMurray and Fort Chipewyan, Alberta to Licence No. A.T.C. 2309/74(NS)--approved.
8569	12-31	Time Air (1982) Ltd.	- addition of the point High Level, Alberta to Licence No. A.T.C. 2309/74(NS)--approved.
8570	12-31	Quebecair	- addition of the point Ottawa, Ontario to Licence Nos. A.T.C. 453/49(S) and A.T.C. 2250/73(NS)--approved with modification.
8570	12-31	Québec Aviation Ltée/Quebec Aviation Ltd.	- addition of the point Ottawa, Ontario to Licence No. A.T.C. 3297/81(NS)--approved with modification.

Table A.3.2

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
AMENDMENTS TO SUSPEND POINT(S) OR LIFT SUSPENSION OF POINT(S)
OCTOBER 1 - DECEMBER 31, 1984

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8529	12-07	Québec Aviation Ltée/ Quebec Aviation Ltd.	- application for suspension of Licence No. A.T.C. 3306/81(NS) in respect of the point Chibougamau/Chapais, P.Q. for a period of one year--approved.
8551	12-19	Québec Aviation Ltée/ Quebec Aviation Ltd.	- application for suspension of Licence No. A.T.C. 3670/84(NS) for a period of six months--approved.

Table A.3.3

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
AMENDMENTS TO OPERATING CONDITIONS
OCTOBER 1 - DECEMBER 31, 1984

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8484	11-21	Ilford-Riverton Airways Ltd.	- application for the amendment of Licence No. A.T.C. 1207/61 Charter/Specialty (C) with respect to Route Protection conditions and for a waiver of the Positioning Charges Regulations--denied.
8513	12-04	Austin Airways Limited	- application for the amendment of Licence No. A.T.C. 338/48(NS) by deleting Condition No. 2 prohibiting the carriage of local passenger traffic between the points Thunder Bay and Geraldton, Ontario--approved.
8528	12-11	North Cariboo Flying Service Ltd.	- application for the amendment of Licence No. A.T.C. 3185/80(NS) by removing the restriction in respect to direct flights between Dawson Creek and Prince George, B.C. contained in Condition No. 3--approved.
8533	12-17	Trans North Turbo Air Ltd. o/a Trans North Air.	- application to renew and extend the Route Protection contained in Condition No. 2 under Licence No. A.T.C. 3284/81(NS)--approved.

Table A.3.4

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
AMENDMENTS TO WEIGHT GROUP CONDITIONS
OCTOBER 1 - DECEMBER 31, 1984

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8371	10-03	Southern Frontier Air Transport Ltd. o/a Southern Frontier Airlines	- authority to also operate Group E fixed wing aircraft under Licence No. A.T.C. 3315/81(NS)--approved.
8374	10-04	Peninsula Air Service Limited	- authority to also operate Group C aircraft under Licence Nos. A.T.C. 422/49(C) and A.T.C. 195/51 Canada (CF)--approved.
8418	10-23	Southern Frontier Air Transport Ltd. o/a Southern Frontier Airlines	- authority to amend Licence Nos. A.T.C. 2812/78(C) and A.T.C. 607/78(CF) by adding thereto Group E fixed wing aircraft-- approved.
8453	11-09	Labrador Airways Limited	- application for suspension of Licence No. A.T.C. 466/50(NS) in respect of the Group A authority for a period of one year--approved.
8458	11-13	Austin Airways Limited	- application for a review of A.T.C. Order No. 1984-A-637 dated August 13, 1984 which cancelled Licence No. A.T.C. 79/46(C) in respect of Group D fixed wing authority--order rescinded.
8463	11-13	Austin Airways Limited	- application for a review of A.T.C. Order No. 1984-A-639 dated August 13, 1984 which cancelled Licence No. A.T.C. 11/46(C) in respect of Group A fixed wing authority--order rescinded.

Table A.3.5

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
STATUS OF EXPERIMENTAL LICENCES
OCTOBER 1 - DECEMBER 31, 1984

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8516	12-03	Air Inuit Ltée/ Air Inuit Ltd.	- amendment of Licence No. A.T.C. 2710/77(NS) by deleting Condition No. 3 which granted authority to serve the point Nain (Labrador), Newfoundland on an experimental basis for a period of two years, ending February 3, 1985--approved.
8539	12-20	Pacific Western Airlines Ltd.	- application to extend the authority to serve Lynn Lake, Manitoba on a seasonal basis only from June 1 to September 15, 1985, under Licence No. A.T.C. 1788/68(S)--approved.
8543	12-18	Quebecair	- authority to contract to Aero Bonaventure Inc. service to the points Mont-Joli and Bonaventure, P.Q. for a period of three years ending June 30, 1987--approved.
8547	12-18	Quebecair	- authority to contract to Aviation Québec Labrador Ltée service between the points Sept-Îles and Bagotville, P.Q. and Sept-Îles and Port Menier, P.Q. for a period of three years ending June 30, 1987--approved.

Table A.4

DECISIONS CONCERNING NEW AND EXISTING TRANSBORDER
AND INTERNATIONAL LICENCE AUTHORITIES
OCTOBER 1 - DECEMBER 31, 1984

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8431	10-30	Kenn Borek Air Ltd.	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services from a base at Prince George, B.C. using fixed wing aircraft in Groups A, B and C-- approved, (see also Table A.2).
8489	11-23	Quebecair	- authority to operate a Class 8 International Scheduled commercial air service serving the points Montreal, P.Q., Canada and Boston, Massachusetts, U.S.A.--approved.
8491	11-23	Quebecair	- authority to operate a Class 8 International Scheduled commercial air service serving the points Québec, P.Q., Canada and New York, State of New York, U.S.A.--approved.
8517	12-03	Air Atonabee Limited o/a City Express/Cité Express	- authority to operate a Class 8 International Scheduled commercial air service serving the points Montreal, P.Q., Canada and Cleveland, Ohio, U.S.A.--approved.

Table A.5

REVISIONS TO DECISIONS REPORTED IN PREVIOUS ISSUES

VOLUME 1, NUMBER 1, JANUARY 1985

- Table A.2 Decision Number 8043, North Canada Air Ltd. o/a Norcanair -
the Air Transport Committee has lifted all restrictions with
respect to weight groups; amendment dated January 21, 1985.
- Decision Number 8267, Jim Pattison Industries Ltd. o/a Trans-
Provincial Airlines Ltd. - all reference to Trans-Provincial
Airlines Ltd. should read Trans-Provincial Airlines;
amendment dated December 11, 1984.
- Table A.3.1 Decision Number 8043, Southern Frontier Air Transport Ltd. -
all reference to Licence No. A.T.C. 3318/81(NS) should read
Licence No. A.T.C. 3313/81(NS); amendment dated November 21,
1984.
- Table A.3.4 Decision Number 8306, Jim Pattison Industries Ltd. o/a AirBC
- authorized to use Groups D and E fixed wing aircraft
between the points Vancouver, Nanaimo and Comox, B.C.;
amendment dated December 3, 1984.

PART B

S E R V I C E S

This part of the report provides information on the level of air service provided at and between Canadian communities.

Tables B.1 through B.11 identify the number of flight departures and the number of departing seats on southern and northern domestic, transborder and international services out of 211 (1984) Canadian communities.

Tables B.12 through B.14 provide information on the convenience of service schedules between the eight largest hub airports in Canada.

Explanatory notes accompany each set of tables.

SCHEDULED CARRIER ACTIVITY AT CANADIAN AIRPORTS: NOTES FOR TABLES B.1-B.11

Flight Selection

The accompanying tables summarize scheduled carrier activity at Canadian airports by sector and equipment type during the week of November 15-21 for the years 1978 and 1984.

The tables include all scheduled departures listed in the Official Airline Guide. This listing reports intended scheduled operations which, it is cautioned, may differ from actual results. Moreover, it is pointed out that because of licence restrictions related to the carriage of local traffic on certain flights and because of the routing of flights and the itineraries of passengers, not all the capacity (seats) may be available for departing passengers out of the individual airports.

Charter, all-cargo and other flights not listed in the Official Airline Guide are not reported in the tables.

Capacities

The accompanying tables separate jet and non-jet operations so as to distinguish between the operations of major carriers and local service carriers.

Within these two groups of aircraft a standard seating capacity, measured by available seats, is assigned to each aircraft type in a carrier's fleet.

In some cases, the use of the standard seating capacity only approximates actual seat volumes; for example, where:

- a) a particular carrier configures one aircraft as all-economy and another aircraft of the same type as seating both first class and economy passengers. In such cases, the most common seat configuration employed by the carrier is used.
- b) seating capacity varies depending upon the specific model of an aircraft. Where the different models could not be distinguished, an average figure is used weighted by the number of each model within an airline's fleet.
- c) operations, as in northern Canada, involve the use of part of the passenger cabin for cargo. The seating capacity in such cases has been adjusted where necessary.

Market Segregation

Airport activity, as shown in the tables is provided for two years, 1978 (Tables B.1-B.5) and 1984 (Tables B.6-B.10). For each year, airport

activity is separated into four sectors: southern domestic, northern domestic, transborder and international. A composite table aggregating activity in the four sectors is provided for each year. The last table in this series on airport activity (Table B.11) provides summary information by year and by sector.

The dividing line separating the southern domestic and northern domestic sectors is defined by:

- a) the 50th parallel from the Atlantic Ocean to the Ontario-Manitoba boundary,
- b) the diagonal joining the 50th parallel at the Ontario-Manitoba boundary to the 53rd parallel at the Manitoba-Saskatchewan boundary, and
- c) the 55th parallel from the Manitoba-Saskatchewan boundary to the British Columbia-Alaska boundary.

Domestic flights which have the departure and/or the arrival airport in northern Canada are included in the northern domestic sector. This sector thus includes flights between northern Canada and southern Canada, as well as flights entirely within northern Canada. Domestic flights which have both the departure and arrival airports in southern Canada are assigned to the southern domestic sector. Domestic portions of transborder and international flights are not included in either domestic sector.

The transborder sector includes all flights operated between Canada and the United States by a Canadian or American carrier. The transborder sector also includes domestic portions operated by:

- a) American carriers, and
- b) Canadian carriers where no local traffic is permitted (because of customs procedures) and the flight begins or ends in the United States.

The international sector includes all flights between Canada and countries other than the United States. The international sector also includes:

- a) domestic and transborder portions of flights operated by foreign carriers, and
- b) domestic portions of Canadian carrier flights which begin or end in a foreign country. These flight portions may have local traffic restrictions and, if not, carry little domestic traffic.

Table B.1
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF NOV. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Atikokan, Ont.	0	0	24	480	24	480
Baie-Comeau, Qué.	7	553	12	480	19	1033
Bella Bella, B.C.	0	0	7	70	7	70
Bonaventure, Qué.	0	0	11	165	11	165
Calgary, Alta.	355	44081	109	2920	464	47001
Campbell River, B.C.	13	1547	0	0	13	1547
Castlegar, B.C.	18	2142	0	0	18	2142
Chapleau, Ont.	0	0	19	380	19	380
Charlo, N.B.	6	714	11	165	17	879
Charlottetown, P.E.I.	21	2380	21	840	42	3220
Chatham, N.B.	6	714	0	0	6	714
Chibougamau, Qué.	0	0	11	300	11	300
Cochrane, Ont.	0	0	3	60	3	60
Comox, B.C.	17	2023	18	360	35	2383
Cranbrook, B.C.	26	3094	0	0	26	3094
Deer Lake, Nfld.	33	3927	0	0	33	3927
Dryden, Ont.	28	3112	18	360	46	3472
Duncan, B.C.	0	0	12	120	12	120
Earlton, Ont.	0	0	24	480	24	480
Edmonton (International), Alta.	179	23583	0	0	179	23583
Edmonton (Municipal), Alta.	106	12614	22	610	128	13224
Elliot Lake, Ont.	0	0	24	480	24	480
Fort Frances, Ont.	0	0	18	360	18	360
Fredericton, N.B.	49	5355	7	280	56	5635
Gander, Nfld.	50	5831	0	0	50	5831
Gaspé, Qué.	0	0	17	605	17	605
Gillies Bay, B.C.	0	0	36	720	36	720
Grand Forks, B.C.	0	0	4	28	4	28
Halifax, N.S.	187	21345	27	1080	214	22425
Hamilton, Ont.	33	3927	2	84	35	4011
Iles-de-la-Madeleine, Qué.	0	0	14	560	14	560
Kamloops, B.C.	40	4760	27	540	67	5300
Kapuskasing, Ont.	0	0	23	460	23	460
Kelowna, B.C.	45	5355	20	348	65	5703
Kenora, Ont.	0	0	14	286	14	286
Kingston, Ont.	0	0	45	1035	45	1035
Kirkland Lake, Ont.	0	0	19	380	19	380
Lethbridge, Alta.	0	0	53	1390	53	1390
London, Ont.	21	2142	92	4600	113	6742
Masset, B.C.	0	0	33	330	33	330
Matagami, Qué.	0	0	7	240	7	240
Medicine Hat, Alta.	0	0	24	720	24	720
Moncton, N.B.	42	4368	14	560	56	4928
Mont-Joli, Qué.	22	1738	32	855	54	2593
Montréal (Dorval), Qué.	450	58307	46	1498	496	59805
Montréal (Mirabel), Qué.	14	1428	28	826	42	2254
Namu, B.C.	0	0	7	70	7	70
Nanaimo Harbour, B.C.	0	0	47	940	47	940

Table B.1 (cont.)
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF NOV. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Nanaimo, B.C.	0	0	112	1680	112	1680
North Bay, Ont.	42	4284	45	873	87	5157
Ocean Falls, B.C.	0	0	7	70	7	70
Ottawa, Ont./Hull, Qué.	331	36154	55	1673	386	37827
Pembroke, Ont.	0	0	23	207	23	207
Penticton, B.C.	37	4403	9	128	46	4531
Peterborough, Ont.	0	0	30	1230	30	1230
Pincher Creek, Alta.	0	0	10	200	10	200
Port Hardy, B.C.	11	1309	0	0	11	1309
Port-Menier, Qué.	0	0	3	45	3	45
Powell River, B.C.	0	0	38	760	38	760
Prince Albert, Sask.	0	0	10	420	10	420
Prince George, B.C.	38	4522	19	380	57	4902
Prince Rupert (Seal Cove), B.C.	0	0	54	540	54	540
Prince Rupert, B.C.	14	1666	44	470	58	2136
Québec, Qué.	131	11341	53	1845	184	13186
Queensland, B.C.	6	714	16	320	22	1034
Red Deer, Alta.	0	0	10	200	10	200
Regina, Sask.	109	11633	21	882	130	12515
Rivière-du-Loup, Qué.	0	0	12	180	12	180
Roberval, Qué.	0	0	8	120	8	120
Rouyn/Noranda, Qué.	28	2675	2	80	30	2755
Saguenay/Bagotville, Qué.	22	1938	17	430	39	2368
Saint John, N.B.	56	6034	14	560	70	6594
Sandspit, B.C.	7	833	25	250	32	1083
Sarnia, Ont.	0	0	30	1500	30	1500
Saskatoon, Sask.	81	8493	31	1302	112	9795
Sault Ste. Marie, Ont.	42	4386	25	500	67	4886
Saithers, B.C.	7	833	6	120	13	953
St. John's, Nfld.	77	8816	0	0	77	8816
Stephenville, Nfld.	30	3332	0	0	30	3332
Sudbury, Ont.	41	4182	41	856	82	5038
Sydney/Glace Bay, N.S.	35	3927	6	240	41	4167
Tahsis, B.C.	0	0	3	30	3	30
Terrace/Kitimat, B.C.	14	1666	6	120	20	1786
The Pas, Man.	4	300	0	0	4	300
Thunder Bay, Ont.	81	8678	13	260	94	8938
Timmins, Ont.	21	2142	51	1020	72	3162
Tofino, B.C.	0	0	3	30	3	30
Toronto (Island), Ont.	0	0	10	230	10	230
Toronto (Pearson Int'l), Ont.	675	95571	103	4822	778	100393
Val d'Or, Qué.	52	5238	7	205	59	5443
Vancouver Harbour, B.C.	0	0	127	2540	127	2540
Vancouver, B.C.	424	56976	172	2660	596	59636
Victoria Harbour, B.C.	0	0	80	1600	80	1600
Victoria, B.C.	70	8575	0	0	70	8575
Wawa, Ont.	0	0	19	380	19	380
Williams Lake, B.C.	6	714	32	640	38	1354

Table B.1 (cont.)
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF NOV. 15-21, 1978

City / Airport	<u>Jet</u>		<u>Non-Jet</u>		<u>Total</u>	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Windsor, Ont.	52	5491	0	0	52	5491
Winnipeg, Man.	285	31733	2	46	287	31779
Yarmouth, N.S.	7	714	0	0	7	714
Total	4604	554313	2406	59709	7010	614022

Table B.2
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF NOV. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	4	80	4	80
Akulivik, Qué.	0	0	3	60	3	60
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Asbestos Hill, Qué.	2	112	0	0	2	112
Attawapiskat, Ont.	0	0	6	240	6	240
Baie-Comeau, Qué.	2	158	5	200	7	358
Baie-du-Vieux-Fort, Qué.	0	0	8	80	8	80
Baie-Johan-Beetz, Qué.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	3	174	3	174
Berens River, Man.	0	0	24	348	24	348
Blanc-Sablon, Qué.	0	0	8	200	8	200
Bonaventure, Qué.	0	0	11	165	11	165
Buffalo Narrows, Sask.	0	0	4	168	4	168
Cambridge Bay, N.W.T.	3	168	0	0	3	168
Cape Dorset, N.W.T.	0	0	1	20	1	20
Chevery, Qué.	0	0	17	410	17	410
Churchill Falls, Nfld.	9	1071	0	0	9	1071
Churchill, Man.	16	1552	20	1160	36	2712
Cochrane, Ont.	0	0	3	60	3	60
Coral Harbour, N.W.T.	0	0	1	58	1	58
Cross Lake, Man.	0	0	12	240	12	240
Dawson City, Y.T.	0	0	6	252	6	252
Dawson Creek, B.C.	14	1666	0	0	14	1666
Deer Lake, Nfld.	5	595	0	0	5	595
Eastmain River, Qué.	0	0	10	200	10	200
Edmonton (International), Alta.	57	6027	0	0	57	6027
Edmonton (Municipal), Alta.	16	1904	11	330	27	2234
Eskimo Point, N.W.T.	0	0	4	232	4	232
Flin Flon, Man.	10	794	2	116	12	910
Fort Albany, Ont.	0	0	12	480	12	480
Fort Chipewyan, Alta.	6	336	0	0	6	336
Fort Franklin, N.W.T.	0	0	2	40	2	40
Fort George, Qué.	0	0	10	200	10	200
Fort Good Hope, N.W.T.	0	0	4	80	4	80
Fort McMurray, Alta.	22	2240	0	0	22	2240
Fort McPherson, N.W.T.	0	0	5	100	5	100
Fort Nelson, B.C.	17	2023	0	0	17	2023
Fort Norman, N.W.T.	0	0	4	80	4	80
Fort Simpson, N.W.T.	2	238	0	0	2	238
Fort Smith, N.W.T.	12	1428	0	0	12	1428
Fort St. John, B.C.	61	7259	0	0	61	7259
Gagnon, Qué.	13	1027	0	0	13	1027
Gethsémani, Qué.	0	0	10	100	10	100
Gillam, Man.	2	150	5	290	7	440
Gods Lake Narrows, Man.	0	0	24	348	24	348
Gods River, Man.	0	0	3	60	3	60
Goose Bay, Nfld.	17	1834	0	0	17	1834
Grande Prairie, Alta.	32	3808	11	330	43	4138

Table B.2 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF NOV. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Halifax, N.S.	3	168	0	0	3	168
Hall Beach, N.W.T.	2	112	0	0	2	112
Hay River, N.W.T.	12	1428	0	0	12	1428
High Level, Alta.	6	714	0	0	6	714
Inoucdjouac, Qué.	0	0	12	240	12	240
Inuvik, N.W.T.	7	455	13	370	20	825
Iqaluit (Frobisher Bay), N.W.T.	10	560	0	0	10	560
Island Lake, Man.	0	0	37	731	37	731
Ivujivik, Qué.	0	0	2	40	2	40
Kashechewan, Ont.	0	0	8	320	8	320
Kégashka, Qué.	0	0	10	100	10	100
Kenora, Ont.	0	0	14	286	14	286
Kuujuaq (Fort Chimo), Qué.	6	336	2	40	8	376
Kuujuarapik (Poste-Baleine), Qué	4	224	12	240	16	464
La Grande, Qué.	18	1816	0	0	18	1816
La Ronge, Sask.	0	0	16	672	16	672
La Tabatière, Qué.	0	0	8	80	8	80
Little Grand Rapids, Man.	0	0	18	294	18	294
Lynn Lake, Man.	2	150	0	0	2	150
Mayo, Y.T.	0	0	6	252	6	252
Mingan, Qué.	0	0	21	750	21	750
Mont-Joli, Qué.	10	790	1	40	11	830
Montréal (Dorval), Qué.	24	1869	0	0	24	1869
Moosonee, Ont.	0	0	24	732	24	732
Nanisivik, N.W.T.	2	112	0	0	2	112
Natashquan, Qué.	0	0	12	330	12	330
Norman Wells, N.W.T.	8	448	4	80	12	528
Norway House, Man.	0	0	20	704	20	704
Oxford House, Man.	0	0	15	234	15	234
Peace River, Alta.	12	1428	0	0	12	1428
Pickle Lake, Ont.	0	0	6	120	6	120
Port-Menier, Qué.	0	0	3	45	3	45
Povungnituk, Qué.	0	0	12	240	12	240
Prince Albert, Sask.	0	0	5	210	5	210
Prince George, B.C.	26	3094	0	0	26	3094
Prince Rupert, B.C.	0	0	3	30	3	30
Québec, Qué.	23	1978	0	0	23	1978
Rankin Inlet, N.W.T.	0	0	10	580	10	580
Red Lake, Ont.	0	0	19	401	19	401
Red Sucker Lake, Man.	0	0	6	120	6	120
Resolute Bay, N.W.T.	4	224	7	406	11	630
Rupert House, Qué.	0	0	10	200	10	200
Saguenay/Bagotville, Qué.	5	395	0	0	5	395
Salluit, Qué.	0	0	3	60	3	60
Sanikiluaq, N.W.T.	0	0	10	200	10	200
Saskatoon, Sask.	0	0	5	210	5	210
Schefferville, Qué.	6	474	0	0	6	474
Sept-Iles, Qué.	61	5240	29	810	90	6050

Table B.2 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF NOV. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
St.-Augustin, Qué.	0	0	8	80	8	80
St.-Paul, Qué.	0	0	8	80	8	80
Stephenville, Nfld.	2	238	0	0	2	238
Stony Rapids, Sask.	0	0	5	210	5	210
Tête-à-la-Baleine, Qué.	0	0	8	80	8	80
The Pas, Man.	5	375	6	348	11	723
Thompson, Man.	14	1270	2	116	16	1386
Thunder Bay, Ont.	0	0	6	120	6	120
Timmins, Ont.	0	0	9	306	9	306
Uranium City, Sask.	3	168	8	336	11	504
Val d'Or, Qué.	14	1477	0	0	14	1477
Vancouver, B.C.	8	952	0	0	8	952
Wabush/Labrador City, Nfld.	14	1586	0	0	14	1586
Watson Lake, Y.T.	14	1666	0	0	14	1666
Wemindji, Qué.	0	0	10	200	10	200
Whitehorse, Y.T.	20	2380	7	294	27	2674
Winnipeg, Man.	0	0	1	26	1	26
Wollaston Lake, Sask.	27	2333	78	1758	105	4091
Yellowknife, N.W.T.	0	0	2	84	2	84
	36	3150	0	0	36	3150
Total	726	72000	800	21166	1526	93166

Table B.3
SCHEDULED CARRIER ACTIVITY
TRANSBORDER SECTOR
FOR WEEK OF NOV. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	119	14686	0	0	119	14686
Castlegar, B.C.	0	0	5	30	5	30
Edmonton (International), Alta.	54	6247	0	0	54	6247
Halifax, N.S.	7	714	0	0	7	714
Hamilton, Ont.	11	1309	0	0	11	1309
Kingston, Ont.	0	0	5	115	5	115
London, Ont.	7	714	0	0	7	714
Montréal (Dorval), Qué.	222	33103	16	240	238	33343
Ottawa, Ont./Hull, Qué.	14	1918	0	0	14	1918
Prince Rupert (Seal Cove), B.C.	0	0	3	30	3	30
Québec, Qué.	0	0	17	255	17	255
Regina, Sask.	0	0	5	210	5	210
Saint John, N.B.	7	714	0	0	7	714
Sherbrooke, Qué.	0	0	27	405	27	405
Thunder Bay, Ont.	7	700	6	288	13	988
Toronto (Pearson Int'l), Ont.	458	63413	0	0	458	63413
Vancouver, B.C.	120	15877	0	0	120	15877
Victoria Harbour, B.C.	0	0	14	280	14	280
Victoria, B.C.	14	1666	0	0	14	1666
Whitehorse, Y.T.	4	268	0	0	4	268
Winnipeg, Man.	49	6216	0	0	49	6216
Yarmouth, N.S.	7	714	0	0	7	714
Total	1100	148259	98	1853	1198	150112

Table B.4
SCHEDULED CARRIER ACTIVITY
INTERNATIONAL SECTOR
FOR WEEK OF NOV. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	8	3392	0	0	8	3392
Edmonton (International), Alta.	7	2515	0	0	7	2515
Gander, Nfld.	4	820	0	0	4	820
Halifax, N.S.	4	820	0	0	4	820
Montréal (Mirabel), Qué.	146	42721	0	0	146	42721
Toronto (Pearson Int'l), Ont.	93	25230	0	0	93	25230
Vancouver, B.C.	22	8646	0	0	22	8646
Winnipeg, Man.	3	698	0	0	3	698
Total	287	84842	0	0	287	84842

Table B.5
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF NOV. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	4	80	4	80
Akulivik, Qué.	0	0	3	60	3	60
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Asbestos Hill, Qué.	2	112	0	0	2	112
Atikokan, Ont.	0	0	24	480	24	480
Attawapiskat, Ont.	0	0	6	240	6	240
Baie-Comeau, Qué.	9	711	17	680	26	1391
Baie-du-Vieux-Fort, Qué.	0	0	8	80	8	80
Baie-Johan-Beetz, Qué.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	3	174	3	174
Bella Bella, B.C.	0	0	7	70	7	70
Berens River, Man.	0	0	24	348	24	348
Blanc-Sablon, Qué.	0	0	8	200	8	200
Bonaventure, Qué.	0	0	22	330	22	330
Buffalo Narrows, Sask.	0	0	4	168	4	168
Calgary, Alta.	482	62159	109	2920	591	65079
Cambridge Bay, N.W.T.	3	168	0	0	3	168
Campbell River, B.C.	13	1547	0	0	13	1547
Cape Dorset, N.W.T.	0	0	1	20	1	20
Castlegar, B.C.	18	2142	5	30	23	2172
Chapleau, Ont.	0	0	19	380	19	380
Charlo, N.B.	6	714	11	165	17	879
Charlottetown, P.E.I.	21	2380	21	840	42	3220
Chatham, N.B.	6	714	0	0	6	714
Chevery, Qué.	0	0	17	410	17	410
Chibougamau, Qué.	0	0	11	300	11	300
Churchill Falls, Nfld.	9	1071	0	0	9	1071
Churchill, Man.	16	1552	20	1160	36	2712
Cochrane, Ont.	0	0	6	120	6	120
Comox, B.C.	17	2023	18	360	35	2383
Coral Harbour, N.W.T.	0	0	1	58	1	58
Cranbrook, B.C.	26	3094	0	0	26	3094
Cross Lake, Man.	0	0	12	240	12	240
Dawson City, Y.T.	0	0	6	252	6	252
Dawson Creek, B.C.	14	1666	0	0	14	1666
Deer Lake, Nfld.	38	4522	0	0	38	4522
Dryden, Ont.	28	3112	18	360	46	3472
Duncan, B.C.	0	0	12	120	12	120
Earlton, Ont.	0	0	24	480	24	480
Eastmain River, Qué.	0	0	10	200	10	200
Edmonton (International), Alta.	297	38372	0	0	297	38372
Edmonton (Municipal), Alta.	122	14518	33	940	155	15458
Elliot Lake, Ont.	0	0	24	480	24	480
Eskimo Point, N.W.T.	0	0	4	232	4	232
Flin Flon, Man.	10	794	2	116	12	910
Fort Albany, Ont.	0	0	12	480	12	480
Fort Chipewyan, Alta.	6	336	0	0	6	336
Fort Frances, Ont.	0	0	18	360	18	360

Table B.5 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF NOV. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Fort Franklin, N.W.T.	0	0	2	40	2	40
Fort George, Qué.	0	0	10	200	10	200
Fort Good Hope, N.W.T.	0	0	4	80	4	80
Fort McMurray, Alta.	22	2240	0	0	22	2240
Fort McPherson, N.W.T.	0	0	5	100	5	100
Fort Nelson, B.C.	17	2023	0	0	17	2023
Fort Norman, N.W.T.	0	0	4	80	4	80
Fort Simpson, N.W.T.	2	238	0	0	2	238
Fort Smith, N.W.T.	12	1428	0	0	12	1428
Fort St. John, B.C.	61	7259	0	0	61	7259
Fredericton, N.B.	49	5355	7	280	56	5635
Gagnon, Qué.	13	1027	0	0	13	1027
Gander, Nfld.	54	6651	0	0	54	6651
Gaspé, Qué.	0	0	17	605	17	605
Gethsémani, Qué.	0	0	10	100	10	100
Gillan, Man.	2	150	5	290	7	440
Gillies Bay, B.C.	0	0	36	720	36	720
Gods Lake Narrows, Man.	0	0	24	348	24	348
Gods River, Man.	0	0	3	60	3	60
Goose Bay, Nfld.	17	1834	0	0	17	1834
Grand Forks, B.C.	0	0	4	28	4	28
Grande Prairie, Alta.	32	3808	11	330	43	4138
Halifax, N.S.	201	23047	27	1080	228	24127
Hall Beach, N.W.T.	2	112	0	0	2	112
Hamilton, Ont.	44	5236	2	84	46	5320
Hay River, N.W.T.	12	1428	0	0	12	1428
High Level, Alta.	6	714	0	0	6	714
Iles-de-la-Madeleine, Qué.	0	0	14	560	14	560
Inoucdjouac, Qué.	0	0	12	240	12	240
Inuvik, N.W.T.	7	455	13	370	20	825
Iqaluit (Frobisher Bay), N.W.T.	10	560	0	0	10	560
Island Lake, Man.	0	0	37	731	37	731
Ivujivik, Qué.	0	0	2	40	2	40
Kamloops, B.C.	40	4760	27	540	67	5300
Kapuskasing, Ont.	0	0	23	460	23	460
Kashechewan, Ont.	0	0	8	320	8	320
Kégashka, Qué.	0	0	10	100	10	100
Kelowna, B.C.	45	5355	20	348	65	5703
Kenora, Ont.	0	0	28	572	28	572
Kingston, Ont.	0	0	50	1150	50	1150
Kirkland Lake, Ont.	0	0	19	380	19	380
Kuujuuaq (Fort Chimo), Qué.	6	336	2	40	8	376
Kuujuarapik (Poste-Baleine), Qué	4	224	12	240	16	464
La Grande, Qué.	18	1816	0	0	18	1816
La Ronge, Sask.	0	0	16	672	16	672
La Tabatière, Qué.	0	0	8	80	8	80
Lethbridge, Alta.	0	0	53	1390	53	1390
Little Grand Rapids, Man.	0	0	18	294	18	294

Table B.5 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF NOV. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
London, Ont.	28	2856	92	4600	120	7456
Lynn Lake, Man.	2	150	0	0	2	150
Masset, B.C.	0	0	33	330	33	330
Matagami, Qué.	0	0	7	240	7	240
Mayo, Y.T.	0	0	6	252	6	252
Medicine Hat, Alta.	0	0	24	720	24	720
Mingan, Qué.	0	0	21	750	21	750
Moncton, N.B.	42	4368	14	560	56	4928
Mont-Joli, Qué.	32	2528	33	895	65	3423
Montréal (Dorval), Qué.	696	93279	62	1738	758	95017
Montréal (Mirabel), Qué.	160	44149	28	826	188	44975
Moosonee, Ont.	0	0	24	732	24	732
Namu, B.C.	0	0	7	70	7	70
Nanaimo Harbour, B.C.	0	0	47	940	47	940
Nanaimo, B.C.	0	0	112	1680	112	1680
Nanisivik, N.W.T.	2	112	0	0	2	112
Natashquan, Qué.	0	0	12	330	12	330
Norman Wells, N.W.T.	8	448	4	80	12	528
North Bay, Ont.	42	4284	45	873	87	5157
Norway House, Man.	0	0	20	704	20	704
Ocean Falls, B.C.	0	0	7	70	7	70
Ottawa, Ont./Hull, Qué.	345	38072	55	1673	400	39745
Oxford House, Man.	0	0	15	234	15	234
Peace River, Alta.	12	1428	0	0	12	1428
Pembroke, Ont.	0	0	23	207	23	207
Penticton, B.C.	37	4403	9	128	46	4531
Peterborough, Ont.	0	0	30	1230	30	1230
Pickle Lake, Ont.	0	0	6	120	6	120
Pincher Creek, Alta.	0	0	10	200	10	200
Port Hardy, B.C.	11	1309	0	0	11	1309
Port-Menier, Qué.	0	0	6	90	6	90
Povungnituk, Qué.	0	0	12	240	12	240
Powell River, B.C.	0	0	38	760	38	760
Prince Albert, Sask.	0	0	15	630	15	630
Prince George, B.C.	64	7616	19	380	83	7996
Prince Rupert (Seal Cove), B.C.	0	0	57	570	57	570
Prince Rupert, B.C.	14	1666	47	500	61	2166
Québec, Qué.	154	13319	70	2100	224	15419
Quesnel, B.C.	6	714	16	320	22	1034
Rankin Inlet, N.W.T.	0	0	10	580	10	580
Red Deer, Alta.	0	0	10	200	10	200
Red Lake, Ont.	0	0	19	401	19	401
Red Sucker Lake, Man.	0	0	6	120	6	120
Regina, Sask.	109	11633	26	1092	135	12725
Resolute Bay, N.W.T.	4	224	7	406	11	630
Rivière-du-Loup, Qué.	0	0	12	180	12	180
Roberval, Qué.	0	0	8	120	8	120
Rouyn/Noranda, Qué.	28	2675	2	80	30	2755

Table B.5 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF NOV. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Rupert House, Qué.	0	0	10	200	10	200
Saguenay/Bagotville, Qué.	27	2333	17	430	44	2763
Saint John, N.B.	63	6748	14	560	77	7308
Salluit, Qué.	0	0	3	60	3	60
Sandspit, B.C.	7	833	25	250	32	1083
Sanikiluaq, N.W.T.	0	0	10	200	10	200
Sarnia, Ont.	0	0	30	1500	30	1500
Saskatoon, Sask.	81	8493	36	1512	117	10005
Sault Ste. Marie, Ont.	42	4386	25	500	67	4886
Schefferville, Qué.	6	474	0	0	6	474
Sept-Iles, Qué.	61	5240	29	810	90	6050
Sherbrooke, Qué.	0	0	27	405	27	405
Smithers, B.C.	7	833	6	120	13	953
St. John's, Nfld.	77	8816	0	0	77	8816
St.-Augustin, Qué.	0	0	8	80	8	80
St.-Paul, Qué.	0	0	8	80	8	80
Stephenville, Nfld.	32	3570	0	0	32	3570
Stony Rapids, Sask.	0	0	5	210	5	210
Sudbury, Ont.	41	4182	41	856	82	5038
Sydney/Glace Bay, N.S.	35	3927	6	240	41	4167
Tahsis, B.C.	0	0	3	30	3	30
Terrace/Kitimat, B.C.	14	1666	6	120	20	1786
Tête-à-la-Baleine, Qué.	0	0	8	80	8	80
The Pas, Man.	9	675	6	348	15	1023
Thompson, Man.	14	1270	2	116	16	1386
Thunder Bay, Ont.	88	9378	25	668	113	10046
Timmins, Ont.	21	2142	60	1326	81	3468
Tofino, B.C.	0	0	3	30	3	30
Toronto (Island), Ont.	0	0	10	230	10	230
Toronto (Pearson Int'l), Ont.	1226	184214	103	4822	1329	189036
Uranium City, Sask.	3	168	8	336	11	504
Val d'Or, Qué.	66	6715	7	205	73	6920
Vancouver Harbour, B.C.	0	0	127	2540	127	2540
Vancouver, B.C.	574	82451	172	2660	746	85111
Victoria Harbour, B.C.	0	0	94	1880	94	1880
Victoria, B.C.	84	10241	0	0	84	10241
Wabush/Labrador City, Nfld.	14	1586	0	0	14	1586
Watson Lake, Y.T.	14	1666	0	0	14	1666
Wawa, Ont.	0	0	19	380	19	380
Wemindji, Qué.	0	0	10	200	10	200
Whitehorse, Y.T.	24	2648	7	294	31	2942
Williams Lake, B.C.	6	714	32	640	38	1354
Windsor, Ont.	52	5491	0	0	52	5491
Winisk, Ont.	0	0	1	26	1	26
Winnipeg, Man.	364	40980	80	1804	444	42784
Wollaston Lake, Sask.	0	0	2	84	2	84
Yarmouth, N.S.	14	1428	0	0	14	1428
Yellowknife, N.W.T.	36	3150	0	0	36	3150

Table B.5 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF NOV. 15-21, 1978

City / Airport	<u>Jet</u>		<u>Non-Jet</u>		<u>Total</u>	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Total	6717	859414	3304	82728	10021	942142

Table B.6
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF NOV. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Atikokan, Ont.	0	0	24	480	24	480
Baie-Comeau, Qué.	12	1148	36	386	48	1534
Bella Bella, B.C.	0	0	14	700	14	700
Bella Coola, B.C.	0	0	13	650	13	650
Bonaventure, Qué.	0	0	7	105	7	105
Brandon, Man.	12	1428	0	0	12	1428
Brockville, Ont.	0	0	20	300	20	300
Calgary, Alta.	402	56697	88	3650	490	60347
Campbell River, B.C.	19	2261	33	1650	52	3911
Castlegar, B.C.	12	1428	6	300	18	1728
Chapleau, Ont.	0	0	7	140	7	140
Charlo, N.B.	6	714	0	0	6	714
Charlottetown, P.E.I.	15	1666	19	760	34	2426
Chatham, N.B.	6	714	0	0	6	714
Chibougamau, Qué.	0	0	8	255	8	255
Cochrane, Ont.	0	0	17	312	17	312
Cold Lake, Alta.	0	0	24	360	24	360
Comox, B.C.	7	833	27	1350	34	2183
Cranbrook, B.C.	36	4284	0	0	36	4284
Dauphin, Man.	0	0	15	135	15	135
Deer Lake, Nfld.	12	1428	11	440	23	1868
Dryden, Ont.	26	3094	23	404	49	3498
Earlton, Ont.	0	0	24	480	24	480
Edmonton (International), Alta.	173	22593	0	0	173	22593
Edmonton (Municipal), Alta.	102	12138	36	1309	138	13447
Elliot Lake, Ont.	0	0	35	645	35	645
Forestville, Qué.	0	0	2	12	2	12
Fort Frances, Ont.	0	0	19	380	19	380
Fredericton, N.B.	29	3213	28	870	57	4083
Gander, Nfld.	22	2499	11	440	33	2939
Gaspé, Qué.	0	0	15	600	15	600
Gatineau/Hull, Qué.	0	0	21	315	21	315
Geraldton, Ont.	0	0	12	240	12	240
Gillies Bay, B.C.	0	0	13	260	13	260
Halifax, N.S.	197	24153	61	2440	258	26593
Hamilton, Ont.	0	0	22	924	22	924
Hornepayne, Ont.	0	0	12	240	12	240
Iles-de-la-Madeleine, Qué.	0	0	15	600	15	600
Kamloops, B.C.	32	3808	24	840	56	4648
Kapuskasing, Ont.	0	0	18	360	18	360
Kelowna, B.C.	72	8568	47	1990	119	10558
Kenora, Ont.	0	0	29	495	29	495
Kingston, Ont.	0	0	45	700	45	700
Kirkland Lake, Ont.	0	0	12	240	12	240
Lethbridge, Alta.	0	0	52	2600	52	2600
Lloydminster, Alta.	0	0	31	743	31	743
London, Ont.	14	1428	75	3750	89	5178
Manitouwadge, Ont.	0	0	5	200	5	200

Table B.6 (cont.)
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF NOV. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Marathon, Ont.	0	0	10	400	10	400
Masset, B.C.	0	0	12	120	12	120
Matagami, Qué.	0	0	6	120	6	120
Matane, Qué.	0	0	3	18	3	18
Medicine Hat, Alta.	0	0	25	1250	25	1250
Minaki, Ont.	0	0	4	24	4	24
Moncton, N.B.	27	2754	25	1000	52	3754
Mont-Joli, Qué.	13	1227	22	433	35	1660
Montréal (Dorval), Qué.	477	59026	55	1871	532	60897
Montréal (Mirabel), Qué.	0	0	14	560	14	560
Nanaimo Harbour, B.C.	0	0	15	150	15	150
Nanaimo, B.C.	0	0	65	1660	65	1660
North Battleford, Sask.	0	0	15	225	15	225
North Bay, Ont.	38	3876	57	1047	95	4923
Ottawa, Ont./Hull, Qué.	278	33611	117	4090	395	37701
Parry Sound, Ont.	0	0	3	30	3	30
Pembroke, Ont.	0	0	35	245	35	245
Penticton, B.C.	43	5117	21	870	64	5987
Peterborough, Ont.	0	0	12	276	12	276
Port Hardy, B.C.	6	714	27	1350	33	2064
Powell River, B.C.	0	0	55	1580	55	1580
Prince Albert, Sask.	0	0	26	609	26	609
Prince George, B.C.	40	4560	6	120	46	4680
Prince Rupert, B.C.	14	1526	19	190	33	1716
Québec, Qué.	101	9840	46	690	147	10530
Quesnel, B.C.	6	714	17	490	23	1204
Regina, Sask.	76	9642	37	1186	113	10828
Rimouski, Qué.	0	0	22	132	22	132
Rouyn/Noranda, Qué.	19	1800	3	69	22	1869
Saguenay/Bagotville, Qué.	13	1267	18	270	31	1537
Saint John, N.B.	46	4896	13	520	59	5416
Sandspit, B.C.	7	833	7	70	14	903
Sans Souci Island, Ont.	0	0	3	30	3	30
Sarnia, Ont.	0	0	25	1250	25	1250
Saskatoon, Sask.	70	9305	73	2040	143	11345
Sault Ste. Marie, Ont.	51	5865	25	500	76	6365
Smithers, B.C.	7	833	0	0	7	833
St. John's, Nfld.	67	8222	28	1120	95	9342
St.-Léonard, N.B.	0	0	10	150	10	150
Stephenville, Nfld.	15	1547	12	480	27	2027
Sudbury, Ont.	31	3162	60	1623	91	4785
Sydney/Glace Bay, N.S.	25	2754	12	480	37	3234
Terrace Bay, Ont.	0	0	12	240	12	240
Terrace/Kitimat, B.C.	26	2954	0	0	26	2954
Thunder Bay, Ont.	73	8306	29	525	102	8831
Timmins, Ont.	19	1938	35	658	54	2596
Toronto (Buttonville), Ont.	0	0	15	250	15	250
Toronto (Island), Ont.	0	0	5	115	5	115

Table B.6 (cont.)
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF NOV. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Toronto (Pearson Int'l), Ont.	807	112799	178	5575	985	118374
Trenton/Belleville, Ont.	0	0	30	500	30	500
Val d'Or, Qué.	30	2920	9	189	39	3109
Vancouver Harbour, B.C.	0	0	86	1570	86	1570
Vancouver, B.C.	480	65306	236	9370	716	74676
Victoria Harbour, B.C.	0	0	71	1420	71	1420
Victoria, B.C.	42	5119	78	3900	120	9019
Wawa, Ont.	0	0	20	400	20	400
Williams Lake, B.C.	6	714	17	490	23	1204
Windsor, Ont.	33	3516	8	184	41	3700
Winnipeg, Man.	229	27778	22	294	251	28072
Yarmouth, N.S.	7	714	0	0	7	714
Yorkton, Sask.	0	0	17	273	17	273
Total	4428	559250	2984	89341	7412	648591

Table B.7
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF NOV. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	5	75	5	75
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Attawapiskat, Ont.	0	0	11	304	11	304
Baie-Comeau, Qué.	1	79	10	60	11	139
Baie-Johan-Beetz, Que.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	7	220	7	220
Berens River, Man.	0	0	14	126	14	126
Big Trout Lake, Ont.	0	0	15	198	15	198
Blanc-Sablon, Qué.	0	0	5	200	5	200
Broughton Island, N.W.T.	0	0	4	160	4	160
Cambridge Bay, N.W.T.	2	112	8	182	10	294
Cape Dorset, N.W.T.	0	0	2	80	2	80
Chevery, Qué.	0	0	25	550	25	550
Chisasibi, Qué.	0	0	9	180	9	180
Churchill Falls, Nfld.	2	238	0	0	2	238
Churchill, Man.	3	357	7	260	10	617
Clyde River, N.W.T.	0	0	4	160	4	160
Cochrane, Ont.	0	0	4	38	4	38
Coppermine, N.W.T.	0	0	11	228	11	228
Coral Harbour, N.W.T.	0	0	2	80	2	80
Cross Lake, Man.	0	0	6	156	6	156
Dawson City, Y.T.	0	0	3	60	3	60
Dawson Creek, B.C.	12	1428	0	0	12	1428
Deer Lake, Nfld.	5	595	0	0	5	595
Eastmain River, Qué.	0	0	12	240	12	240
Edmonton (International), Alta.	37	3537	0	0	37	3537
Edmonton (Municipal), Alta.	12	1428	43	2090	55	3518
Eskimo Point, N.W.T.	0	0	8	280	8	280
Flin Flon, Man.	5	595	0	0	5	595
Fort Albany, Ont.	0	0	12	480	12	480
Fort Chipewyan, Alta.	0	0	5	240	5	240
Fort McMurray, Alta.	12	1428	13	624	25	2052
Fort McPherson, N.W.T.	0	0	5	75	5	75
Fort Nelson, B.C.	9	981	2	28	11	1009
Fort Severn, Ont.	0	0	5	98	5	98
Fort Simpson, N.W.T.	1	119	9	126	10	245
Fort Smith, N.W.T.	12	1428	0	0	12	1428
Fort St. John, B.C.	33	3597	0	0	33	3597
Gagnon, Qué.	0	0	5	200	5	200
Gaspé, Qué.	0	0	3	120	3	120
Gethsémani, Qué.	0	0	10	100	10	100
Gillan, Man.	6	714	0	0	6	714
Gjoa Haven, N.W.T.	0	0	7	98	7	98
Gods Lake Narrows, Man.	0	0	5	130	5	130
Gods River, Man.	0	0	3	78	3	78
Goose Bay, Nfld.	13	1421	0	0	13	1421
Grande Prairie, Alta.	15	1635	18	890	33	2525
Halifax, N.S.	2	112	0	0	2	112

Table B.7 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF NOV. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Hall Beach, N.W.T.	2	112	2	34	4	146
Havre-St.-Pierre, Qué.	0	0	17	590	17	590
Hay River, N.W.T.	12	1428	0	0	12	1428
High Level, Alta.	0	0	6	288	6	288
Holman Island, N.W.T.	0	0	3	43	3	43
Inuvik, N.W.T.	11	679	35	549	46	1228
Iqaluit (Frobisher Bay), N.W.T.	13	728	9	378	22	1106
Island Lake, Man.	0	0	15	356	15	356
Kapuskasing, Ont.	0	0	1	40	1	40
Kasabonika, Ont.	0	0	6	90	6	90
Kashechewan, Ont.	0	0	12	480	12	480
Kégashka, Qué.	0	0	10	100	10	100
Kenora, Ont.	0	0	23	405	23	405
Kuujuuaq (Fort Chimo), Qué.	9	504	0	0	9	504
Kuujuarapik (Poste-Baleine), Qué	5	406	3	60	8	466
La Grande, Qué.	10	812	0	0	10	812
La Ronge, Sask.	0	0	8	336	8	336
La Tabatière, Qué.	0	0	10	100	10	100
Little Grand Rapids, Man.	0	0	5	45	5	45
Matagami, Qué.	0	0	6	120	6	120
Mayo, Y.T.	0	0	3	60	3	60
Mont-Joli, Qué.	0	0	6	240	6	240
Montréal (Dorval), Qué.	7	392	0	0	7	392
Mooseonee, Ont.	0	0	26	730	26	730
Nanisivik, N.W.T.	2	112	1	20	3	132
Natashquan, Qué.	0	0	18	570	18	570
Negginan, Man.	0	0	7	63	7	63
Norman Wells, N.W.T.	18	1134	2	28	20	1162
Norway House, Man.	0	0	13	338	13	338
Old Crow, Y.T.	0	0	5	95	5	95
Ottawa, Ont./Hull, Qué.	1	56	0	0	1	56
Oxford House, Man.	0	0	3	78	3	78
Pangnirtung, N.W.T.	0	0	5	200	5	200
Peace River, Alta.	0	0	28	1344	28	1344
Pelly Bay, N.W.T.	0	0	3	42	3	42
Pickle Lake, Ont.	0	0	6	120	6	120
Pond Inlet, N.W.T.	0	0	4	120	4	120
Port-Menier, Qué.	0	0	7	280	7	280
Prince Albert, Sask.	0	0	4	168	4	168
Prince George, B.C.	16	1824	0	0	16	1824
Prince Rupert, B.C.	0	0	10	100	10	100
Québec, Qué.	20	1895	0	0	20	1895
Rainbow Lake, Alta.	0	0	5	240	5	240
Rankin Inlet, N.W.T.	0	0	20	774	20	774
Red Lake, Ont.	0	0	19	422	19	422
Red Sucker Lake, Man.	0	0	2	52	2	52
Resolute Bay, N.W.T.	4	224	0	0	4	224
Round Lake, Ont.	0	0	6	90	6	90

Table B.7 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF NOV. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Rupert House, Qué.	0	0	18	360	18	360
Sachs Harbour, N.W.T.	0	0	3	45	3	45
Saguenay/Bagotville, Qué.	0	0	2	30	2	30
Sandy Lake, Ont.	0	0	6	90	6	90
Schefferville, Qué.	0	0	15	225	15	225
Sept-Iles, Qué.	27	2671	41	1250	68	3921
Sioux Lookout, Ont.	0	0	36	550	36	550
Spence Bay, N.W.T.	0	0	6	84	6	84
St. Theresa Point, Man.	0	0	12	278	12	278
St.-Augustin, Qué.	0	0	5	200	5	200
Stephenville, Nfld.	1	119	0	0	1	119
Stewart, B.C.	0	0	7	70	7	70
Stony Rapids, Sask.	0	0	4	168	4	168
Tête-à-la-Baleine, Qué.	0	0	10	100	10	100
The Pas, Man.	6	714	0	0	6	714
Thompson, Man.	10	1190	0	0	10	1190
Thunder Bay, Ont.	0	0	15	245	15	245
Timmins, Ont.	0	0	6	240	6	240
Tuktoyaktuk, N.W.T.	0	0	21	315	21	315
Uranium City, Sask.	0	0	2	84	2	84
Val d'Or, Qué.	6	462	0	0	6	462
Vancouver, B.C.	8	872	0	0	8	872
Wabush/Labrador City, Nfld.	14	1586	15	225	29	1811
Watson Lake, Y.T.	3	327	6	36	9	363
Wemindji, Qué.	0	0	12	240	12	240
Whitehorse, Y.T.	6	674	11	173	17	847
Winisk, Ont.	0	0	5	132	5	132
Winnipeg, Man.	15	1785	38	1002	53	2787
Wollaston Lake, Sask.	0	0	2	84	2	84
Wrigley, N.W.T.	0	0	4	56	4	56
Yellowknife, N.W.T.	30	2310	21	620	51	2930
Total	438	42820	1020	26364	1458	69184

Table B.8
SCHEDULED CARRIER ACTIVITY
TRANSBORDER SECTOR
FOR WEEK OF NOV. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	145	18918	19	361	164	19279
Edmonton (International), Alta.	54	6988	0	0	54	6988
Hamilton, Ont.	0	0	16	288	16	288
Kingston, Ont.	0	0	10	150	10	150
London, Ont.	0	0	17	850	17	850
Montréal (Dorval), Qué.	220	34163	47	1108	267	35271
Ottawa, Ont./Hull, Qué.	49	4681	17	690	66	5371
Penticton, B.C.	0	0	5	250	5	250
Québec, Qué.	0	0	6	90	6	90
Regina, Sask.	14	1484	0	0	14	1484
Saint John, N.B.	7	714	0	0	7	714
Saskatoon, Sask.	7	742	0	0	7	742
Thunder Bay, Ont.	0	0	12	180	12	180
Toronto (Pearson Int'l), Ont.	510	72360	64	1857	574	74217
Vancouver, B.C.	133	17547	1	7	134	17554
Victoria, B.C.	0	0	31	498	31	498
Whitehorse, Y.T.	0	0	3	60	3	60
Winnipeg, Man.	41	4616	0	0	41	4616
Yarmouth, N.S.	7	714	0	0	7	714
Total	1187	162927	248	6389	1435	169316

Table B.9
SCHEDULED CARRIER ACTIVITY
INTERNATIONAL SECTOR
FOR WEEK OF NOV. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	10	2916	0	0	10	2916
Edmonton (International), Alta.	8	2282	0	0	8	2282
Gander, Nfld.	2	576	0	0	2	576
Halifax, N.S.	5	1682	3	120	8	1802
Iqaluit (Frobisher Bay), N.W.T.	0	0	1	40	1	40
Montréal (Mirabel), Qué.	120	36431	0	0	120	36431
Toronto (Pearson Int'l), Ont.	94	26653	0	0	94	26653
Vancouver, B.C.	28	10133	0	0	28	10133
Winnipeg, Man.	2	818	0	0	2	818
Total	269	81491	4	160	273	81651

Table B.10
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF NOV. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	5	75	5	75
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Atikokan, Ont.	0	0	24	480	24	480
Attawapiskat, Ont.	0	0	11	304	11	304
Baie-Comeau, Qué.	13	1227	46	446	59	1673
Baie-Johan-Beetz, Que.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	7	220	7	220
Bella Bella, B.C.	0	0	14	700	14	700
Bella Coola, B.C.	0	0	13	650	13	650
Berens River, Man.	0	0	14	126	14	126
Big Trout Lake, Ont.	0	0	15	198	15	198
Blanc-Sablon, Qué.	0	0	5	200	5	200
Bonaventure, Qué.	0	0	7	105	7	105
Brandon, Man.	12	1428	0	0	12	1428
Brockville, Ont.	0	0	20	300	20	300
Broughton Island, N.W.T.	0	0	4	160	4	160
Calgary, Alta.	557	78531	107	4011	664	82542
Cambridge Bay, N.W.T.	2	112	8	182	10	294
Campbell River, B.C.	19	2261	33	1650	52	3911
Cape Dorset, N.W.T.	0	0	2	80	2	80
Castlegar, B.C.	12	1428	6	300	18	1728
Chapleau, Ont.	0	0	7	140	7	140
Charlo, N.B.	6	714	0	0	6	714
Charlottetown, P.E.I.	15	1666	19	760	34	2426
Chatham, N.B.	6	714	0	0	6	714
Chevery, Qué.	0	0	25	550	25	550
Chibougamau, Qué.	0	0	8	255	8	255
Chisasibi, Qué.	0	0	9	180	9	180
Churchill Falls, Nfld.	2	238	0	0	2	238
Churchill, Man.	3	357	7	260	10	617
Clyde River, N.W.T.	0	0	4	160	4	160
Cochrane, Ont.	0	0	21	350	21	350
Cold Lake, Alta.	0	0	24	360	24	360
Comox, B.C.	7	833	27	1350	34	2183
Coppermine, N.W.T.	0	0	11	228	11	228
Coral Harbour, N.W.T.	0	0	2	80	2	80
Cranbrook, B.C.	36	4284	0	0	36	4284
Cross Lake, Man.	0	0	6	156	6	156
Dauphin, Man.	0	0	15	135	15	135
Dawson City, Y.T.	0	0	3	60	3	60
Dawson Creek, B.C.	12	1428	0	0	12	1428
Deer Lake, Nfld.	17	2023	11	440	28	2463
Dryden, Ont.	26	3094	23	404	49	3498
Earlton, Ont.	0	0	24	480	24	480
Eastmain River, Qué.	0	0	12	240	12	240
Edmonton (International), Alta.	272	35400	0	0	272	35400
Edmonton (Municipal), Alta.	114	13566	79	3399	193	16965
Elliot Lake, Ont.	0	0	35	645	35	645

Table B.10 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF NOV. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Eskimo Point, N.W.T.	0	0	8	280	8	280
Flin Flon, Man.	5	595	0	0	5	595
Forestville, Qué.	0	0	2	12	2	12
Fort Albany, Ont.	0	0	12	480	12	480
Fort Chipewyan, Alta.	0	0	5	240	5	240
Fort Frances, Ont.	0	0	19	380	19	380
Fort McMurray, Alta.	12	1428	13	624	25	2052
Fort McPherson, N.W.T.	0	0	5	75	5	75
Fort Nelson, B.C.	9	981	2	28	11	1009
Fort Severn, Ont.	0	0	5	98	5	98
Fort Simpson, N.W.T.	1	119	9	126	10	245
Fort Smith, N.W.T.	12	1428	0	0	12	1428
Fort St. John, B.C.	33	3597	0	0	33	3597
Fredericton, N.B.	29	3213	28	870	57	4083
Gagnon, Qué.	0	0	5	200	5	200
Gander, Nfld.	24	3075	11	440	35	3515
Gaspé, Qué.	0	0	18	720	18	720
Gatineau/Hull, Qué.	0	0	21	315	21	315
Geraldton, Ont.	0	0	12	240	12	240
Gethsémani, Qué.	0	0	10	100	10	100
Gillam, Man.	6	714	0	0	6	714
Gillies Bay, B.C.	0	0	13	260	13	260
Gjoa Haven, N.W.T.	0	0	7	98	7	98
Gods Lake Narrows, Man.	0	0	5	130	5	130
Gods River, Man.	0	0	3	78	3	78
Goose Bay, Nfld.	13	1421	0	0	13	1421
Grande Prairie, Alta.	15	1635	18	890	33	2525
Halifax, N.S.	204	25947	64	2560	268	28507
Hall Beach, N.W.T.	2	112	2	34	4	146
Hamilton, Ont.	0	0	38	1212	38	1212
Havre-St.-Pierre, Qué.	0	0	17	590	17	590
Hay River, N.W.T.	12	1428	0	0	12	1428
High Level, Alta.	0	0	6	288	6	288
Holman Island, N.W.T.	0	0	3	43	3	43
Hornepayne, Ont.	0	0	12	240	12	240
Iles-de-la-Madeleine, Qué.	0	0	15	600	15	600
Inuvik, N.W.T.	11	679	35	549	46	1228
Iqaluit (Frobisher Bay), N.W.T.	13	728	10	418	23	1146
Island Lake, Man.	0	0	15	356	15	356
Kamloops, B.C.	32	3808	24	840	56	4648
Kapuskasing, Ont.	0	0	19	400	19	400
Kasabonika, Ont.	0	0	6	90	6	90
Kashechewan, Ont.	0	0	12	480	12	480
Kégashka, Qué.	0	0	10	100	10	100
Kelowna, B.C.	72	8568	47	1990	119	10558
Kenora, Ont.	0	0	52	900	52	900
Kingston, Ont.	0	0	55	850	55	850
Kirkland Lake, Ont.	0	0	12	240	12	240

Table B.10 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF NOV. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Kuujuaq (Fort Chimo), Qué.	9	504	0	0	9	504
Kuujuarapik (Poste-Baleine), Qué	5	406	3	60	8	466
La Grande, Qué.	10	812	0	0	10	812
La Ronge, Sask.	0	0	8	336	8	336
La Tabatière, Qué.	0	0	10	100	10	100
Lethbridge, Alta.	0	0	52	2600	52	2600
Little Grand Rapids, Man.	0	0	5	45	5	45
Lloydminster, Alta.	0	0	31	743	31	743
London, Ont.	14	1428	92	4600	106	6028
Manitouwadge, Ont.	0	0	5	200	5	200
Marathon, Ont.	0	0	10	400	10	400
Masset, B.C.	0	0	12	120	12	120
Matagami, Qué.	0	0	12	240	12	240
Matane, Qué.	0	0	3	18	3	18
Mayo, Y.T.	0	0	3	60	3	60
Medicine Hat, Alta.	0	0	25	1250	25	1250
Minaki, Ont.	0	0	4	24	4	24
Moncton, N.B.	27	2754	25	1000	52	3754
Mont-Joli, Qué.	13	1227	28	673	41	1900
Montréal (Dorval), Qué.	704	93581	102	2979	806	96560
Montréal (Mirabel), Qué.	120	36431	14	560	134	36991
Moosonee, Ont.	0	0	26	730	26	730
Nanaimo Harbour, B.C.	0	0	15	150	15	150
Nanaimo, B.C.	0	0	65	1660	65	1660
Nanisivik, N.W.T.	2	112	1	20	3	132
Natashquan, Qué.	0	0	18	570	18	570
Negginan, Man.	0	0	7	63	7	63
Norman Wells, N.W.T.	18	1134	2	28	20	1162
North Battleford, Sask.	0	0	15	225	15	225
North Bay, Ont.	38	3876	57	1047	95	4923
Norway House, Man.	0	0	13	338	13	338
Old Crow, Y.T.	0	0	5	95	5	95
Ottawa, Ont./Hull, Qué.	328	38348	134	4780	462	43128
Oxford House, Man.	0	0	3	78	3	78
Pangnirtung, N.W.T.	0	0	5	200	5	200
Parry Sound, Ont.	0	0	3	30	3	30
Peace River, Alta.	0	0	28	1344	28	1344
Pelly Bay, N.W.T.	0	0	3	42	3	42
Pembroke, Ont.	0	0	35	245	35	245
Penticton, B.C.	43	5117	26	1120	69	6237
Peterborough, Ont.	0	0	12	276	12	276
Pickle Lake, Ont.	0	0	6	120	6	120
Pond Inlet, N.W.T.	0	0	4	120	4	120
Port Hardy, B.C.	6	714	27	1350	33	2064
Port-Menier, Qué.	0	0	7	280	7	280
Powell River, B.C.	0	0	55	1580	55	1580
Prince Albert, Sask.	0	0	30	777	30	777
Prince George, B.C.	56	6384	6	120	62	6504

Table B.10 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF NOV. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Prince Rupert, B.C.	14	1526	29	290	43	1816
Québec, Qué.	121	11735	52	780	173	12515
Quesnel, B.C.	6	714	17	490	23	1204
Rainbow Lake, Alta.	0	0	5	240	5	240
Rankin Inlet, N.W.T.	0	0	20	774	20	774
Red Lake, Ont.	0	0	19	422	19	422
Red Sucker Lake, Man.	0	0	2	52	2	52
Regina, Sask.	90	11126	37	1186	127	12312
Resolute Bay, N.W.T.	4	224	0	0	4	224
Rimouski, Qué.	0	0	22	132	22	132
Round Lake, Ont.	0	0	6	90	6	90
Rouyn/Noranda, Qué.	19	1800	3	69	22	1869
Rupert House, Qué.	0	0	18	360	18	360
Sachs Harbour, N.W.T.	0	0	3	45	3	45
Saguenay/Bagotville, Qué.	13	1267	20	300	33	1567
Saint John, N.B.	53	5610	13	520	66	6130
Sandspit, B.C.	7	833	7	70	14	903
Sandy Lake, Ont.	0	0	6	90	6	90
Sans Souci Island, Ont.	0	0	3	30	3	30
Sarnia, Ont.	0	0	25	1250	25	1250
Saskatoon, Sask.	77	10047	73	2040	150	12087
Sault Ste. Marie, Ont.	51	5865	25	500	76	6365
Schefferville, Qué.	0	0	15	225	15	225
Sept-Iles, Qué.	27	2671	41	1250	68	3921
Sioux Lookout, Ont.	0	0	36	550	36	550
Smithers, B.C.	7	833	0	0	7	833
Spence Bay, N.W.T.	0	0	6	84	6	84
St. John's, Nfld.	67	8222	28	1120	95	9342
St. Theresa Point, Man.	0	0	12	278	12	278
St.-Augustin, Qué.	0	0	5	200	5	200
St.-Léonard, N.B.	0	0	10	150	10	150
Stephenville, Nfld.	16	1666	12	480	28	2146
Stewart, B.C.	0	0	7	70	7	70
Stony Rapids, Sask.	0	0	4	168	4	168
Sudbury, Ont.	31	3162	60	1623	91	4785
Sydney/Glace Bay, N.S.	25	2754	12	480	37	3234
Terrace Bay, Ont.	0	0	12	240	12	240
Terrace/Kitimat, B.C.	26	2954	0	0	26	2954
Tête-à-la-Baleine, Qué.	0	0	10	100	10	100
The Pas, Man.	6	714	0	0	6	714
Thompson, Man.	10	1190	0	0	10	1190
Thunder Bay, Ont.	73	8306	56	950	129	9256
Timmins, Ont.	19	1938	41	898	60	2836
Toronto (Buttonville), Ont.	0	0	15	250	15	250
Toronto (Island), Ont.	0	0	5	115	5	115
Toronto (Pearson Int'l), Ont.	1411	211812	242	7432	1653	219244
Trenton/Bellefonte, Ont.	0	0	30	500	30	500
Tuktoyaktuk, N.W.T.	0	0	21	315	21	315

Table B.10 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF NOV. 15-21, 1984

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Uranium City, Sask.	0	0	2	84	2	84
Val d'Or, Qué.	36	3382	9	189	45	3571
Vancouver Harbour, B.C.	0	0	86	1570	86	1570
Vancouver, B.C.	649	93858	237	9377	886	103235
Victoria Harbour, B.C.	0	0	71	1420	71	1420
Victoria, B.C.	42	5119	109	4398	151	9517
Wabush/Labrador City, Nfld.	14	1586	15	225	29	1811
Watson Lake, Y.T.	3	327	6	36	9	363
Wawa, Ont.	0	0	20	400	20	400
Wemindji, Qué.	0	0	12	240	12	240
Whitehorse, Y.T.	6	674	14	233	20	907
Williams Lake, B.C.	6	714	17	490	23	1204
Windsor, Ont.	33	3516	8	184	41	3700
Winisk, Ont.	0	0	5	132	5	132
Winnipeg, Man.	287	34997	60	1296	347	36293
Wollaston Lake, Sask.	0	0	2	84	2	84
Wrigley, N.W.T.	0	0	4	56	4	56
Yarmouth, N.S.	14	1428	0	0	14	1428
Yellowknife, N.W.T.	30	2310	21	620	51	2930
Yorkton, Sask.	0	0	17	273	17	273
Total	6322	846488	4256	122254	10578	968742

Table B.11

SUMMARY OF SCHEDULED CARRIER ACTIVITY
FOR WEEK OF NOV. 15-21, 1978 AND 1984

Departures and Seats (Total Jet and Non-jet)

	Southern		Northern		Transborder		International		All	
	Domestic Sector		Domestic Sector		Sector		Sector		Sectors	
	Dep.	Seats	Dep.	Seats	Dep.	Seats	Dep.	Seats	Dep.	Seats
1978	7 010	614 022	1 526	93 166	1 198	150 112	287	84 842	10 021	942 142
1984	7 412	648 591	1 458	69 184	1 435	169 316	273	81 651	10 578	968 742

Percentage Change in Departures and Seats (Total Jet and Non-jet)

	Southern		Northern		Transborder		International		All	
	Domestic Sector		Domestic Sector		Sector		Sector		Sectors	
	Dep.	Seats	Dep.	Seats	Dep.	Seats	Dep.	Seats	Dep.	Seats
1978-1984	+5.73	+5.63	-4.46	-25.74	+19.78	+12.79	-4.88	-3.76	+5.56	+2.82

INDEX OF CONVENIENCE FOR DOMESTIC SCHEDULED SERVICES: NOTES FOR
TABLES B.12-B.14

The index of convenience detailed in Tables B.13 and B.14 is based on a convenience index used in a Civil Aeronautics Board (CAB) study entitled Competition and the Airlines, an Evaluation of Deregulation, (December, 1982). The basic assumptions have been modified to reflect the Canadian situation.

Convenience, as measured by this index, is one aspect of the quality of service being provided by air carriers. Basically, the index relates the service offered with the service desired. The concept of convenience, as defined herein, has thus to do with flight times and flight routings and their ability to facilitate passenger journeys between points of origin and points of destination. For passengers, air services are convenient when their preferences concerning departure and arrival times can be satisfied.

This index of convenience is computed using two key variables: the flight duration and the schedule delay. The flight duration is determined by the speed of the aircraft and the routing of the flight, a non-stop flight taking less time. The schedule delay is measured as the difference between the arriving time of the flight and the time at which the traveller wants to arrive. Sometimes, a traveller will have a choice between two flights: one arriving at the desired time but involving one or more connections and, another arriving later than desired but not involving connections. For such situations, when a choice is to be made between the two available flights, it is assumed that travellers are willing to trade-off an hour of schedule delay for 45 minutes saved on the duration of the flight. This assumption was also used by the CAB and the index was found insensitive to small variations in the trade-off.

As noted earlier, the measurement of convenience requires that services offered be related to services demanded. The magnitude of this task given the data requirements and the size of the Canadian domestic network requires that a number of simplifying assumptions be made.

The first assumption relates to the time period considered. The indexes are calculated from the Official Airline Guide's flight listing for the first Monday in June each year. In order to account for both eastbound and westbound flights the peak periods for arriving flights are defined as between 9:00 to 11:00 hours and 16:00 to 20:00 hours. The index as defined should thus be considered a peak travel index being calculated for peak hour flights during a peak travel period.

The second assumption relates to the underlying demand distribution of the desired arrival times. For purposes of this index a homogeneous demand distribution is assumed, i.e., hypothetical travellers have desired arrival times spread every 15 minutes throughout the peak period of the day. In the absence of information on the actual and unconstrained distribution this hypothetical distribution is used as one possible approximation.

The third assumption relates to the selection of domestic routes used as the basis for the computation of the index. From the eight airports in Canada defined as either large or medium hubs, i.e., Halifax, Montreal, Ottawa, Toronto, Winnipeg, Calgary, Edmonton and Vancouver, a sample of city pairs was drawn. Specifically, from the 28 possible combinations of cities, 14 were randomly selected. Those city pairs are identified in Table B.12.

Trips on the 14 routes selected were simulated using flights listed in the Official Airline Guide (June edition for the appropriate year). A minimum of 30 minutes is allowed if a connection has to be made on a given route.

The index for one route is the average of the weighted flight duration and schedule delay for all hypothetical passengers on that route during the peak period. The index for the convenience of air services as a whole is the weighted sum of the route indexes, the weights being the size of each route's passenger traffic as a proportion of the total origin and destination (O&D) passenger traffic for the selected routes.

Since each route has a specific length of haul, a second index is computed to remove the distance effect. Because the longer routes, like Toronto-Vancouver, have longer flight durations and consequently higher index values, the index for each route is "deflated" by its great circle distance. By doing so, the total index which is a weighted sum of every route index, is not biased by the length of the routes.

The basic index of convenience is reported in Table B.13, the distance adjusted index in Table B.14. In analyzing these tables it must be borne in mind that the index is a time cost index. When the index grows from one year to another it means that the services are less convenient or more costly in terms of time expenditure. It should, however, be noted that the 1983 and 1984 indexes are weighted by O&D data for the first three quarters of 1983. As the data become available, the indexes for 1983 and 1984 will be weighted by their respective yearly passenger data as are the other years.

The index reported on in this section forms part of a larger developmental project within the Research Branch. As part of that work, separate indexes are being developed for travel on routes of different lengths of haul and for travel between airports of smaller sizes. In addition, preliminary work is being carried out to design an index incorporating observed load factors on peak period flights as an indication of seat availability. Such an index would include the risk aspect of convenience, i.e., the possibility that a traveller may be denied a seat on the flight of his choice. As these additional indexes become available they will be reported on in this report.

Table B.12

CITY PAIRS USED IN THE CALCULATION OF THE INDEX OF CONVENIENCE

1. Calgary-Montreal	8. Halifax-Ottawa
2. Calgary-Ottawa	9. Halifax-Toronto
3. Calgary-Vancouver	10. Halifax-Winnipeg
4. Calgary-Winnipeg	11. Montreal-Ottawa
5. Edmonton-Halifax	12. Montreal-Toronto
6. Edmonton-Montreal	13. Ottawa-Toronto
7. Edmonton-Ottawa	14. Toronto-Vancouver

Table B.13

INDEX OF CONVENIENCE (UNADJUSTED)
FOR A SAMPLE OF SERVICES BETWEEN THE LARGEST EIGHT
HUB AIRPORTS IN CANADA

<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983^R</u>	<u>1984^R</u>
95.1	102.0	100.0	104.5	103.2	102.9	106.5	99.7	103.1

Table B.14

INDEX OF CONVENIENCE WITH DISTANCE FACTOR
FOR A SAMPLE OF SERVICES BETWEEN THE LARGEST EIGHT
HUB AIRPORTS IN CANADA

<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983^R</u>	<u>1984^R</u>
98.7	105.4	100.0	97.7	96.2	93.2	94.4	93.3	94.1

Note: ^R The 1983 and 1984 indexes are weighted by O&D data for the first three quarters of 1983 which is the most recent data available. In the previous issue the 1983 and 1984 indexes were weighted by O&D data for the first quarter of 1983.

PART C

P R I C I N G

This part of the report presents information relative to pricing in both the Canadian and U.S. domestic markets.

Table C.1 details movements in the Canadian domestic economy fare index by length of haul. The index is developed using the Air Canada fare formula for the period 1970 through 1984. Changes in the Consumer Price Index (CPI) are identified in the table for comparative purposes.

Tables C.2 through C.7 provide information on the utilization of premium, full and discounted fares in the domestic market. Background notes relative to the concepts and methodology employed accompany the tables.

Table C.8 compares the prices of full and discounted fares on the most heavily travelled city pairs in Canada with those on comparable city pairs in the United States. Background notes relative to the concepts and methodology employed accompany the table.

Table C.9 provides an indication of the kind of restrictions which condition the sale of the most deeply discounted fares available in Canada. This table lists the restrictions applied to deep discount air fares introduced by Air Canada and/or CP Air in the period October through December 1984. Deep discount air fares have been defined as those fares discounted by more than* 30% from the reference fare**.

* In Volume 1, Number 1 of the Air Transport Monitor, deep discount fares were defined as fares discounted by 25% or more from the full economy fare. The definition used in this issue reflects changes incorporated by the Air Transport Committee as of September 28, 1984.

** Until October 1, 1984, the reference fare was the equivalent of the economy fare. As of October 2, 1984, the economy fare exceeded the reference fare by 4%.

Table C.1

CANADIAN DOMESTIC ECONOMY AIR FARE INDEX

<u>Year</u>	<u>CPI</u>	<u>August Economy Fare</u>					
		<u>300 km</u>	<u>600 km</u>	<u>1200 km</u>	<u>2400 km</u>	<u>4000 km</u>	<u>6000 km</u>
1970	97	90	92	94	95	96	96
1971	100	100	100	100	100	100	100
1972	105	100	100	100	100	100	100
1973	113	107	104	103	98	91	87
1974	125	127	123	118	112	107	104
1975	139	149	138	129	123	117	114
1976	149	168	153	142	134	126	123
1977	160	187	172	158	149	141	137
1978	175	197	179	165	155	150	148
1979	191	207	188	173	163	158	155
1980	211	255	227	204	188	181	177
1981	237	298	267	242	225	217	213
1982	263	356	318	287	266	256	250
1983	278	382	343	310	288	277	271
1984	290	401	360	325	302	291	285

Notes: Year-end values are used for the Consumer Price Index (CPI) in each year.

The base year for the index is 1971. The Air Canada domestic economy fare formula in effect in July 1971 was \$12.00 per passenger plus 3.60¢ per kilometre flown.

Sources: Bank of Canada Review.
Air carrier tariffs filed with the Air Transport Committee.

FARE TYPE UTILIZATION: NOTES FOR TABLES C.2-C.7

Tables C.2 to C.7 provide preliminary estimates for 1983 and 1984 on fare type utilization. These estimates are for passenger carriage on scheduled services operated within Canada by Level I carriers (including domestic portions of international flights). The estimates are derived from the Fare Basis Survey recently instituted by the Aviation Statistics Centre of Statistics Canada. Level I carriers covered by the survey are Air Canada, CP Air, Eastern Provincial Airways, Nordair and Pacific Western Airlines.

Survey Concepts

Concepts of the Fare Basis Survey are reported in Statistics Canada's Service Bulletin 51-004 (Volume 16, No. 9, September 1984). Basically, participating carriers report passenger volume and revenue by fare code and coupon origin and destination (O&D). Coupon O&D refers to the point of enplanement and the point of deplanement covered by one flight coupon. A flight coupon is a coupon in an airline ticket, issued for transportation, which contains the itinerary of the passenger but is valid only for carriage between the passenger's point of enplanement and deplanement on a single flight as noted on the coupon. (Thus, for a trip involving one or more air carriers participating in the survey, a passenger would be counted each time a flight coupon was "lifted" from the ticket, i.e., each time a flight connection occurred within the itinerary covered by the ticket.) The flight coupon also provides the fare basis code, the class of service, stopover code, carrier, date of travel, flight number and applicable fare.

Fare Type Groups

The fare basis codes reported by the participating carriers have been classified by general fare type groups. The fare type groups presented in the tables are as follows:

- i) Premium Fare comprising First Class;
- ii) Full Fare comprising full fare Regular Economy;
- iii) Discounted Fare comprising the various discount fares such as Charter Class, Seat Sale, Advance Purchase Excursion, Group, Senior Citizen, Youth, Family Plan Dependents, etc.; and
- iv) Other comprising Industry and Agency Discount fares and Military as well as unknown fare codes.

It should be noted that while the definition of the fare type groups remains constant, the individual fare plans included in each group may vary over time due to the addition and deletion of fare plans by participating air carriers and the further refinement of the allocation system in the Fare Basis Survey.

Table Categories

Table C.2 presents, by length of haul subgroups, the distribution of domestic scheduled passenger traffic across fare type groups. The All Distances grouping consists of all city pair lengths where both the coupon origin and coupon destination are within Canada. This grouping is disaggregated into four length of haul subgroups comprising city pairs within Canada separated by great circle distances between 0 to 600 km, 601 to 1200 km, 1201 to 2400 km and more than 2400 km.,

Table C.3 presents, by volume (density) subgroups, the distribution of domestic scheduled passenger traffic across fare type groups. The table groups both 1983 and 1984 city pairs according to 1983 daily passenger traffic between them as reported in the Fare Basis Survey. Five groupings, consisting of less than 10 passengers per day, 10 to 50 passengers per day, 51 to 200 passengers per day, 201 to 500 passengers per day and more than 500 passengers per day are reported.

Table C.4 crosstabulates the length of haul groupings of Table C.2 with the volume groupings of Table C.3 for 'Discounted Fares'.*

Tables C.5 to C.7 divide domestic scheduled passenger traffic between that carried within the southern sector and that carried to/from and within the northern sector. The dividing line separating the southern domestic and northern domestic sectors has previously (see notes for Tables B.1-B.11) been defined** by:

- a) the 50th parallel from the Atlantic Ocean to the Ontario-Manitoba boundary,
- b) the diagonal joining the 50th parallel at the Ontario-Manitoba boundary to the 53rd parallel at the Manitoba-Saskatchewan boundary, and
- c) the 55th parallel from the Manitoba-Saskatchewan boundary to the British Columbia-Alaska boundary.

Table C.5 presents, by sector, the distribution of domestic scheduled passenger traffic across fare type groups.

Table C.6 crosstabulates the length of haul groupings of Table C.2 with the volume groupings of Table C.3 for southern sector domestic scheduled passenger traffic in the 'Discounted Fares'* category.

* In Volume 1, Number 1 of the Air Transport Monitor, Tables C.4 and C.6 reported this crosstabulation for 'Discounted and Other Fares'.

** This definition varies slightly from that presently reported in Tables C.5 to C.7, however, in that traffic to/from The Pas and Flin Flon, Manitoba is included in the southern sector. Passenger traffic to/from these points accounts for considerably less than one percent of total domestic traffic in 1983.

Table C.7 presents, by sector, the distribution of domestic scheduled passenger-kilometres across fare type groups.

Reliability of Estimates

All estimates with a coefficient of variation of 25 or less are reported. Estimates with a coefficient of less than 10 can generally be considered reliable from a sampling point of view. Estimates with coefficients of variation between 10 and 25 are reported and marked with a single asterisk (*) and should be used with caution. Estimates with coefficients of variation greater than 25 are not reported but are denoted with a double asterisk (**). The coefficient of variation is the ratio of the estimate's standard error (i.e., square root of its variance) to the estimate itself, expressed as a percentage.

Table C.2

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DISTRIBUTION OF DOMESTIC PASSENGERS ACROSS FARE TYPE GROUPS, BY LENGTH OF HAUL SUBGROUPS
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - 1984

	Z DISTRIBUTION BY FARE TYPE GROUPS									
	Passengers ('000)		Premium Fare		Full Fare		Discounted Fare		Other	
	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984
All Distances										
First Quarter	3 112.1	3 304.7	0.7	0.7	56.5	50.1	36.8	43.4	6.0*	5.8*
Second Quarter	3 837.6	3 905.3	0.8	0.8	50.1	48.1	44.5	47.5	4.7	3.6
Third Quarter	3 998.7	4 289.0	0.7	0.7	43.2	41.2	49.8	54.4	6.3	3.7
Fourth Quarter	3 427.0	..	0.7	..	48.4	..	47.9	..	3.0	..
Annual	14 375.3	..	0.7	..	49.2	..	45.1	..	5.0	..
0-600 Kilometres										
First Quarter	1 402.5	1 485.5	0.2	0.2	67.6	61.5	26.9	31.9	5.3*	6.4*
Second Quarter	1 544.6	1 611.5	0.3	0.3	65.8	62.1	29.7	34.1	4.3	3.6
Third Quarter	1 437.9	1 573.6	0.2	0.3	58.7	56.5	34.9	39.9	6.2	3.3
Fourth Quarter	1 436.8	..	0.3	..	62.8	..	33.7	..	3.2	..
Annual	5 821.8	..	0.3	..	63.7	..	31.3	..	4.8	..
601-1200 Kilometres										
First Quarter	822.2	857.6	0.3*	0.3	52.8	46.4	41.8	48.4	**	4.9*
Second Quarter	987.8	1 004.5	0.4	0.4	48.4	45.9	47.9	50.7	3.4	3.0
Third Quarter	1 052.5	1 096.7	0.3	0.4	44.3	41.6	50.4	55.6	5.0	2.5
Fourth Quarter	867.3	..	0.3	..	47.1	..	50.1	..	2.4	..
Annual	3 729.8	..	0.4	..	47.9	..	47.8	..	4.0	..
1201-2400 Kilometres										
First Quarter	460.9	481.2	0.8	0.7	45.1	39.0	46.4	54.2	**	6.1*
Second Quarter	630.8	637.1	0.7	0.8	38.7	37.0	54.5	58.3	6.1	3.9
Third Quarter	747.4	783.8	0.6*	0.7	32.5	31.5	60.6	65.1	6.4	2.8
Fourth Quarter	554.3	..	0.7	..	35.7	..	60.3	..	3.3	..
Annual	2 393.3	..	0.7	..	37.3	..	56.2	..	5.8	..
2401 Kilometres or More										
First Quarter	426.5	480.4	3.0*	2.7	39.4	32.5	49.3	59.6	8.3*	5.3
Second Quarter	674.5	652.2	2.4	2.4	27.4	27.9	64.1	65.4	6.1*	4.3
Third Quarter	760.9	834.9	2.0	2.0	23.0	21.0	66.6	70.1	8.3*	6.9
Fourth Quarter	568.5	..	2.4	..	26.6	..	68.2	..	2.8*	..
Annual	2 430.5	..	2.4	..	28.0	..	63.3	..	6.4	..

Notes: Due to roundings, totals may vary slightly from the sum of components.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

.. Not available.

Source: Air carrier statements filed with the Air Transport Committee.

Table C.3

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DISTRIBUTION OF DOMESTIC PASSENGERS ACROSS FARE TYPE GROUPS, BY VOLUME SUBGROUPS
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - 1984

	% DISTRIBUTION BY FARE TYPE GROUPS									
	Passengers ('000)		Premium Fare		Full Fare		Discounted Fare		Other	
	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984
All Volumes										
First Quarter	3 112.1	3 304.7	0.7	0.7	56.5	50.1	36.8	43.4	6.0*	5.8*
Second Quarter	3 837.6	3 905.3	0.8	0.8	50.1	48.1	44.5	47.5	4.7	3.6
Third Quarter	3 998.7	4 289.0	0.7	0.7	43.2	41.2	49.8	54.4	6.3	3.7
Fourth Quarter	3 427.0	..	0.7	..	48.4	..	47.9	..	3.0	..
Annual	14 375.3	..	0.7	..	49.2	..	45.1	..	5.0	..
0-9 Passengers/Day										
First Quarter	43.8	44.2	**	**	62.3	60.7	35.8	37.1	**	2.1*
Second Quarter	44.4	46.4	**	**	57.9	57.1	39.6	41.2	2.5*	1.6*
Third Quarter	56.7	61.6	**	**	54.7	51.8	42.6	46.0	2.5*	2.1
Fourth Quarter	41.5	..	**	..	57.5	..	41.1	..	1.3	..
Annual	186.5	..	**	..	57.9	..	39.9	..	2.1*	..
10-50 Passengers/Day										
First Quarter	213.8	235.7	0.1*	0.1*	60.9	55.8	36.0	41.3	**	2.8*
Second Quarter	256.7	272.3	0.1 ^R	0.1*	57.7	52.6	39.9	45.4	2.3	1.9
Third Quarter	295.9	313.8	**	0.1*	51.2	46.4	45.8	52.0	3.0*	1.5
Fourth Quarter	235.3	..	**	..	55.1	..	43.2	..	1.7*	..
Annual	1 001.6	..	0.1*	..	55.8	..	41.6	..	2.5	..
51-200 Passengers/Day										
First Quarter	425.2	434.8	0.2	0.3*	58.5	54.5	37.1	41.7	4.3*	3.6*
Second Quarter	496.2	499.4	0.3	0.3*	56.3	52.7	40.3	44.8	3.2	2.2
Third Quarter	553.6	586.2	0.2*	0.2	49.0	46.5	45.8	50.9	5.1	2.3
Fourth Quarter	440.8	..	0.3 ^R	..	53.8	..	43.9	..	1.9	..
Annual	1 915.8	..	0.2	..	54.1	..	42.0	..	3.7	..
201-500 Passengers/Day										
First Quarter	789.2	824.7	0.5	0.5	55.5	50.1	38.3	43.2	5.8*	6.3*
Second Quarter	923.9	960.6	0.5	0.6	52.4	49.7	42.3	46.4	4.8	3.3
Third Quarter	962.3	1 029.9	0.4 ^R	0.5	45.6	43.1	47.7	53.0	6.2	3.4
Fourth Quarter	855.4	..	0.5*	..	49.9	..	46.6	..	3.0	..
Annual	3 530.7	..	0.5	..	50.6	..	43.9	..	5.0	..
501 Passengers/Day or More										
First Quarter	1 640.0	1 765.4	1.0 ^R	1.0	55.8	48.0	36.2	44.4	7.1*	6.6*
Second Quarter	2 116.5	2 126.7	1.1 ^R	1.1	46.6	45.5	47.1	49.1	5.3	4.3
Third Quarter	2 130.2	2 297.5	1.0 ^R	1.0	39.2	38.0	52.6	56.4	7.2	4.6
Fourth Quarter	1 854.0	..	1.1 ^R	..	45.4	..	50.2	..	3.4	..
Annual	7 740.7	..	1.0	..	46.2	..	47.0	..	5.8	..

Notes: As 1984 data are not complete, 1984 market allocations are based on 1983 annual passenger volumes.

Due to roundings, totals may vary slightly from the sum of components.

.. Not available.

^R Revised from Volume 1, Number 1, January 1985.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.

Table C.4

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DOMESTIC PASSENGERS - PERCENTAGE CARRIAGE OF DISCOUNTED FARES
BY VOLUME AND LENGTH OF HAUL
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - 1984

	LENGTH OF HAUL							
	0-600		601-1200		1201-2400		2401	
	Kilometres	Kilometres	Kilometres	Kilometres	Kilometres	Kilometres	Kilometres	Kilometres
	1983	1984	1983	1984	1983	1984	1983	1984
All Volumes								
First Quarter	26.9	31.9	41.8	48.4	46.4	54.2	49.3	59.6
Second Quarter	29.7	34.1	47.9	50.7	54.5	58.3	64.1	65.4
Third Quarter	34.9	39.9	50.4	55.6	60.6	65.1	66.6	70.1
Fourth Quarter	33.7	..	50.1	..	60.3	..	68.2	..
Annual	31.3	..	47.8	..	56.2	..	63.3	..
0-9 Passengers/Day								
First Quarter	26.8*	28.4	35.0	34.2	48.9	54.6	47.0	52.5
Second Quarter	28.5	32.6	37.3	35.4	56.2	58.3	52.1	53.8
Third Quarter	34.3	37.1	43.1	43.9	51.7	54.0	49.1	57.0
Fourth Quarter	33.5*	..	38.2*	..	56.1	..	50.1	..
Annual	31.1	..	38.4	..	53.0	..	49.7	..
10-50 Passengers/Day								
First Quarter	32.5	36.6	33.2	38.6	43.2	49.0	58.7	65.2
Second Quarter	33.0	37.5	37.8	42.4	47.9	56.3	64.1	70.6
Third Quarter	39.1	43.9	41.8	46.2	54.3	62.2	68.6	75.5
Fourth Quarter	36.2*	..	38.5	..	55.4	..	69.8	..
Annual	35.3	..	38.1	..	51.0	..	66.0	..
51-200 Passengers/Day								
First Quarter	30.6	34.4	41.0	46.4	41.3	47.4	43.9	49.0
Second Quarter	30.8	35.8	43.6	48.5	51.2	56.3	51.2	53.7
Third Quarter	36.9	39.8	48.3	54.2	53.6	61.6	57.4	64.2
Fourth Quarter	33.9*	..	49.4	..	48.4	..	61.7	..
Annual	33.2	..	45.7	..	49.6	..	54.1	..
201-500 Passengers/Day								
First Quarter	32.7	37.2	36.9	39.7	48.9	56.1	48.3	57.4
Second Quarter	32.3	37.3	39.6	42.7	56.1	61.0	60.1	64.5
Third Quarter	36.6	43.1	43.9	48.4	63.0	68.2	62.8	66.0
Fourth Quarter	36.5	..	43.4	..	62.0	..	67.2	..
Annual	34.5	..	41.1	..	58.1	..	60.4	..
501 Passengers/Day or More								
First Quarter	22.4	28.2	46.9	56.1	45.9	54.9	49.6	60.7
Second Quarter	27.8	31.7	56.0	57.9	55.2	57.1	66.0	66.4
Third Quarter	33.0	37.9	56.5	62.0	62.2	64.7	68.2	71.3
Fourth Quarter	32.0	..	56.7	..	61.7	..	69.1	..
Annual	28.7	..	54.3	..	57.2	..	64.6	..

Notes: As 1984 data are not complete, 1984 market allocations are based on 1983 annual passenger volumes.

Due to roundings, totals may vary slightly from the sum of components.

.. Not available.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.

Table C.5

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DISTRIBUTION OF DOMESTIC PASSENGERS ACROSS FARE TYPE GROUPS, BY SECTOR
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - 1984

	I DISTRIBUTION BY FARE TYPE GROUPS									
	Passengers ('000)		Premium Fare		Full Fare		Discounted Fare		Other	
	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984
Total Domestic										
First Quarter	3 112.1	3 304.7	0.7	0.7	56.5	50.1	36.8	43.4	6.0*	5.8*
Second Quarter	3 837.6	3 905.3	0.8	0.8	50.1	48.1	44.5	47.5	4.7	3.6
Third Quarter	3 998.7	4 289.0	0.7	0.7	43.2	41.2	49.8	54.4	6.3	3.7
Fourth Quarter	3 427.0	..	0.7	..	48.4	..	47.9	..	3.0	..
Annual	14 375.3	..	0.7	..	49.2	..	45.1	..	5.0	..
Southern Sector										
First Quarter	2 930.2	3 134.0	0.7	0.7	55.6	49.0	37.3 ^R	44.2	6.3*	6.1*
Second Quarter	3 635.9	3 716.7	0.8	0.8	49.1	47.1	45.3	48.3	4.9	3.7
Third Quarter	3 780.4	4 061.9	0.7	0.8	42.0	40.1	50.7 ^R	55.3	6.6	3.8
Fourth Quarter	3 267.8	..	0.8 ^R	..	47.4	..	48.8	..	3.1	..
Annual	13 614.4	..	0.8 ^R	..	48.1	..	45.9 ^R	..	5.2	..
Northern Sector										
First Quarter	181.8	170.7	-	-	70.7	69.5	28.1	29.4	1.3*	1.1
Second Quarter	201.7	188.7	-	-	68.4	67.2	30.7	31.8	0.9	1.1
Third Quarter	218.3	227.1	-	-	64.3	60.7	34.3	38.0	1.4	1.3
Fourth Quarter	159.1	..	-	..	69.8	..	29.1*	..	1.1	..
Annual	760.9	..	-	..	68.1	..	30.8	..	1.2	..

Notes: Due to roundings, totals may vary slightly from the sum of components.

.. Not available.

^R Revised from Volume 1, Number 1, January 1985.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.

Table C.6

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DOMESTIC SOUTHERN SECTOR PASSENGERS - PERCENTAGE CARRIAGE OF DISCOUNTED FARES
BY VOLUME AND LENGTH OF HAUL
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - 1984

	LENGTH OF HAUL							
	0-600		601-1200		1201-2400		2401	
	Kilometres		Kilometres,		Kilometres		Kilometres	
	1983	1984	1983	1984	1983	1984	or more	1984
0-9 Passengers/Day								
First Quarter	30.0*	29.9	45.5	50.9	63.5	71.8	59.2	59.9
Second Quarter	31.3	34.8	48.2	47.0	68.6	72.8	61.2	65.3
Third Quarter	37.2	42.1	55.2	54.5	68.7	69.7	61.8	67.8
Fourth Quarter	36.1*	..	57.1*	..	72.3	..	59.6	..
Annual	34.1	..	50.9	..	68.4	..	60.6	..
10-50 Passengers/Day								
First Quarter	37.8	39.7	35.5	41.9	49.2	56.3	58.7	65.2
Second Quarter	37.2	41.3	40.1	47.1	53.1	62.1	64.1	70.6
Third Quarter	43.1	47.6	47.4	52.2	59.9	68.5	68.6	75.5
Fourth Quarter	39.2	..	43.8	..	61.8	..	69.8	..
Annual	39.5	..	42.1	..	56.9	..	66.0	..
51-200 Passengers/Day								
First Quarter	32.3	36.3	45.4	52.0	39.7	53.5	43.9	49.0
Second Quarter	32.6	37.5	48.8	53.8	53.5	66.9	51.2	53.7
Third Quarter	38.6	41.5	53.0	58.7	56.2	69.9	57.4	64.2
Fourth Quarter	35.5*	..	55.0	..	58.1	..	61.7	..
Annual	34.9	..	50.8	..	52.6	..	54.1	..
201-500 Passengers/Day								
First Quarter	32.7	37.2	36.9	39.7	48.9	56.1	48.3	57.4
Second Quarter	32.3	37.3	39.6	42.7	56.1	61.0	60.1	64.5
Third Quarter	36.6	43.1	43.9	48.4	63.0	68.2	62.8	66.0
Fourth Quarter	36.5	..	43.4	..	62.0	..	67.2	..
Annual	34.5	..	41.1	..	58.1	..	60.4	..
501 Passengers/Day or More								
First Quarter	22.4	28.2	46.9	56.1	45.9	54.9	49.6	60.7
Second Quarter	27.8	31.7	56.0	57.9	55.2	57.1	66.0	66.4
Third Quarter	33.0	37.9	56.5	62.0	62.2	64.7	68.2	71.3
Fourth Quarter	32.0	..	56.7	..	61.7	..	69.1	..
Annual	28.7	..	54.3	..	57.2	..	64.6	..

Notes: As 1984 data are not complete, 1984 market allocations are based on 1983 annual passenger volumes.

Due to roundings, totals may vary slightly from the sum of components.

.. Not available.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.

Table C.7

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DISTRIBUTION OF DOMESTIC PASSENGER-KILOMETRES ACROSS FARE TYPE GROUPS, BY SECTOR
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - 1984

	Passenger-kilometres ('000)		I DISTRIBUTION OF FARE TYPE GROUPS							
			Premium Fare		Full Fare		Discounted Fare		Other	
	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984
Total Domestic										
First Quarter	3 234 364.3	3 509 643.5	1.5	1.4	48.0	41.0	43.6	52.0	6.9	5.7
Second Quarter	4 465 845.3	4 455 560.2	1.4	1.4	38.6	37.7	54.6	57.0	5.4	3.9
Third Quarter	4 901 872.6	5 299 665.5	1.2	1.2	32.9	30.8	58.8	63.1	7.1	4.9
Fourth Quarter	3 882 595.3	..	1.3	..	37.3	..	58.4	..	3.0	..
Annual	16 484 677.5	..	1.3	..	38.4	..	54.6	..	5.6	..
Southern Sector										
First Quarter	3 076 974.1	3 362 090.2	1.5	1.4	47.0	39.8	44.2	52.9	7.2	5.9
Second Quarter	4 284 005.1	4 284 131.3	1.4	1.4	37.5	36.6	55.5	57.9	5.6	4.0
Third Quarter	4 689 653.0	5 078 465.3	1.2	1.3	31.6	29.6	59.8	64.1	7.3	5.0
Fourth Quarter	3 742 939.7	..	1.4	..	36.1	..	59.5	..	3.0	..
Annual	15 793 571.9	..	1.4	..	37.3	..	55.5	..	5.8	..
Northern Sector										
First Quarter	157 390.2	147 553.3	-	-	67.7	67.2	30.9	31.6	1.4	1.2
Second Quarter	181 840.2	171 428.9	-	-	64.6	64.8	34.3	34.1	1.1	1.2
Third Quarter	212 219.6	221 200.3	-	-	61.6	58.2	36.9	40.3	1.5	1.5
Fourth Quarter	139 655.6	..	-	..	68.1	..	30.7	..	1.3	..
Annual	691 105.6	..	-	..	65.1	..	33.6	..	1.4	..

Notes: Due to roundings, totals may vary slightly from the sum of components.

The coefficients of variation were not computed for these estimates.

.. Not available.

Source: Air carrier statements filed with the Air Transport Committee.

A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES: NOTES FOR TABLE C.8

City Pairs Selected

The accompanying table provides information on air fares between selected city pairs in Canada and the U.S. The Canadian city pairs are those which in 1977 recorded traffic volumes in excess of 100 000 coupon origin and destination (O&D) passengers per year.* Each Canadian city pair is matched with at least two U.S. city pairs. The U.S. city pairs were selected on the basis of their similarity to the Canadian city pairs in terms of distance and volume (1977 coupon O&D traffic) characteristics.

Fares offered in these same city pairs during earlier time periods have been analyzed in: The Low-Priced Air Fare Review: The First Five Years, Canadian Transport Commission, Report No. 1983/05, Ottawa/Hull, November 1983; The Low-Priced Air Fare Review: A Three Year Perspective, Canadian Transport Commission, Report No. 1982/02, Ottawa/Hull, March 1982.

Carrier Coverage

Carriers reporting service and fare information to the Airline Tariff Publishing Company and the Official Airline Guide are considered in this review of air fares.

For Canada this includes fares offered on scheduled commercial air services, regular specific point commercial air services and certain specific point commercial air services provided by Canadian air carriers.

For the United States this includes fares offered on services provided by American certificated and commuter air carriers.

Fare Types

Four fares are reported for each city pair. They include two full adult fares including the modal and the lowest-priced, and two discounted fares including the lowest-priced potential full fare and the lowest-priced non-status fare. The definitions of these fare types follows.

* Victoria-Vancouver is not included because comparable U.S. markets, defined by distance and traffic volume criteria, were not found.

Modal Full Adult Fare

A full adult fare is a one-way fare designated by fare class and code as an Economy (Y or K), Coach (Y), or Standard Class (S) fare.

Full adult fares are not subject to the purchase, travel or capacity restrictions which typically condition the sale of discounted fares.

In many city pairs a range of full fares is offered. The modal full adult fare is that full fare offered by the dominant carrier(s) in the city pair as defined by non-stop departing frequencies.

Lowest-Priced Full Adult Fare

The lowest-priced full adult fare is the least expensive full fare which is available for weekday travel offered by any participating carrier in the city pair.

The Lowest-Priced Potential Full Adult Fare

A potential full adult fare is a one-way fare designated by such fare classes as Thrift, Thrift Discounted, Economy Discounted or Coach Discounted and such codes as H, K, M, S, V and Q.

Potential full adult fares have no advance purchase, minimum stay nor return travel conditions. However, these fares are frequently capacity and/or itinerary controlled and generally offer less service amenity than do Economy, Coach or Standard Class fares.

The lowest-priced potential full adult fare is the least expensive potential full fare available for weekday travel offered by any participating carrier in the city pair.

Lowest-Priced Non-Status Fare

This is the lowest-priced fare available for travel between the city pair during the survey period. These fares are frequently restricted by travel conditions such as advance purchase, minimum stay or return requirements or may be available only in off-peak travel periods such as evenings or weekends.

Fares dependent on the basic demography of the passenger, such as Senior Citizen, Youth, Children, Military, Government Travel, Clergy, Job Training, Family Plan, Inclusive Tour, and Group are defined as status fares and are not included in determining the lowest-price non-status fare.

How the Data are Assembled

For each identified Canadian and U.S. city pair a preliminary listing is made of (1) carrier participants, (2) the price of the full adult fare offered by each carrier, (3) the lowest-priced potential full adult fare, and (4) the lowest-priced non-status fare. This preliminary listing is taken from the Airline Tariff Publishing Company's Electronic Tariff as reported on February 1, May 1, August 1 or November 1, as appropriate and from the applicable tariffs of People Express and Southwest Airlines. Restrictions relative to the air fares are taken from the first published edition of the Airline Tariff Publishing Company's The Official North American Passenger Tariff Set following the study date.

Reference is then made to the Official Airline Guide (the February 1, May 1, August 1 or November 1 edition, as appropriate), so as to define the dominant carrier(s) in the city pair for the purpose of selecting the modal full adult fare from the listing of full adult fares. In so doing, carriers may be identified over and above those recorded in the preliminary carrier listing. Carriers identified in this step are contacted for details on the fares offered if they are among the dominant carriers in the city pair served or if it is assessed that the carriers' fares may impact on the definition of the lowest-priced (1) full adult fare (2) potential full adult fare or (3) non-status fare in the city pair. This assessment is made by comparing the generalized fare listing in the Official Airline Guide against the preliminary results derived from the Airline Tariff Publishing Company's data as supplemented by that of People Express and Southwest Airlines. On the basis of this additional information the fare listing is amended as appropriate.

Further Notes on the Selection Process

To be listed, a fare must be available for travel at least during the first seven days of the survey month. If a price increase is effective on the third day of the month, for example, the higher rather than the lower fare will be listed. As another example, in an August study period, a fare may be identified as being available for travel over the Christmas period. Such fares are not considered available during the study period.

If, in the selection of the modal full adult fare, there is no carrier or group of carriers with clear market dominance or where amongst the dominant carriers full fare prices are different such that more than one modal price may be identified, then the lower of the full adult fares is identified as the mode.

If between any city pair no potential full adult fare is offered then that column is left blank. In cases where a potential full fare is available but at a higher price than the lowest-priced full fare, then the latter price is reported in the column.

Table C.8

A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES
(CANADIAN FARES IN CURRENT CANADIAN DOLLARS, U.S. FARES IN CURRENT U.S. DOLLARS)

November 1, 1984

City Pair	1977 Passenger Volume	One-Way Distance (km)	Return Full Fares		Return Discounted Fares	
			Modal	Lowest	Lowest Potential Full Fare	Lowest Non-Status Fare
Montréal-Toronto	1 403 430	506	236	214	-	99
Boston-New York	2 100 230	307	83	83	50	50
Chicago-Minneapolis	1 141 950	550	287	93	91	72
Ottawa-Toronto	790 260	363	206	138	-	89
New York-Pittsburgh	867 600	518	265	91	91	65
Chicago-St. Louis	727 060	412	302	128	119	109
Calgary-Edmonton	590 110	248	131	108	-	59
Houston-New Orleans	582 010	501	102	102	72	64
Atlanta-Birmingham	554 040	216	189	189	-	81
Montréal-Ottawa	281 160	151	160	98	-	69
Chicago-Moline	279 250	235	243	200	65	60
Fresno-San Francisco	277 540	266	139	139	100	92
Harrisburg-Pittsburgh	267 850	280	196	196	163	133
Montréal-Québec	281 720	235	176	176	-	77
Chicago-Moline	279 250	235	243	200	65	60
Fresno-San Francisco	277 540	266	139	139	100	92
Harrisburg-Pittsburgh	267 850	280	196	196	163	133
London-Toronto	129 430	142	160	160	-	56
Baltimore-Boston	206 640	595	278	120	120	91
Las Vegas-Phoenix	205 680	410	72	72	65	65
Kelowna-Vancouver	149 040	281	156	108	-	55
Richmond-Washington	149 910	154	133	115	91	86
Burbank-Las Vegas	145 490	359	165	165	109	109
Toronto-Windsor	146 550	313	98	98	-	87
Charlotte-Washington	145 120	526	289	241	128	128
Chicago-Kalamazoo	144 830	187	189	128	128	92
Prince George-Vancouver	140 050	524	248	248	-	119
Charlotte-Greenville	141 870	121	109	109	91	65
Baltimore-Pittsburgh	138 790	323	193	128	128	102
Sudbury-Toronto	136 860	340	198	176	-	88
Champaign-Chicago	137 470	209	194	194	107	58
Kansas City-Omaha	136 230	256	159	159	109	109
Edmonton-Fort McMurray	121 180	400	196	196	-	108
Syracuse-Washington	122 850	478	120	120	120	91
Atlanta-Fayetteville	120 320	531	317	317	-	168
Sault Ste. Marie-Toronto	118 020	494	230	230	-	104
Charlotte-Columbia	118 130	143	146	104	91	65
Greensboro-Washington	116 490	393	246	237	176	110

Table C.8 (Cont'd)

A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES
(CANADIAN FARES IN CURRENT CANADIAN DOLLARS, U.S. FARES IN CURRENT U.S. DOLLARS)

November 1, 1984

City Pair	1977 Passenger Volume	One-Way Distance (km)	Return Full Fares		Return Discounted Fares	
			Modal	Lowest	Lowest Potential Full Fare	Lowest Non-Status Fare
Regina-Winnipeg	106 000	532	238	238	-	107
Minneapolis-Sioux Falls	104 720	317	209	209	146	101
Chicago-Waterloo	103 250	389	294	294	137	137
Calgary-Vancouver	438 260	685	268	268	228	119
Denver-San Francisco	423 300	1 540	509	231	231	185
Chicago-Hartford	407 300	1 252	509	165	165	128
Toronto-Winnipeg	396 200	1 502	434	434	-	199
Atlanta-Baltimore	395 850	927	417	417	350	256
Chicago-Houston	384 450	1 500	517	176	176	176
Edmonton-Vancouver	354 230	808	294	294	252	129
Denver-Las Vegas	349 510	991	413	157	157	93
Charlotte-New York	347 450	864	394	350	239	183
Halifax-Toronto	270 270	1 287	392	392	-	176
Atlanta-Dayton	270 010	695	352	333	-	212
Atlanta-Sarasota	267 800	715	357	357	-	146
Halifax-Montréal	217 130	803	294	294	236	132
Atlanta-Melbourne	215 320	713	357	357	-	180
Denver-San Diego	212 310	1 352	491	194	194	157
Thunder Bay-Toronto	204 020	909	314	314	-	141
Chicago-Tulsa	203 320	945	396	378	257	146
Los Angeles-Tucson	195 320	724	185	91	91	91
Calgary-Winnipeg	146 270	1 191	370	370	314	166
Cleveland-St. Louis	144 530	792	369	359	257	175
Charlotte-Chicago	143 070	948	398	372	276	146
Edmonton-Winnipeg	127 600	1 187	370	370	-	166
Memphis-New York	125 840	1 539	526	491	333	231
Atlanta-Syracuse	124 510	1 276	519	509	-	268
Halifax-St. John's	114 710	880	308	308	-	139
Dallas-Louisville	113 390	1 173	470	452	309	249
Philadelphia-St. Louis	119 560	1 318	509	487	257	240
Calgary-Regina	105 610	661	264	264	-	119
Los Angeles-Reno	106 290	620	174	174	146	113
Atlanta-Providence	104 000	1 453	526	526	380	268
Toronto-Vancouver	539 290	3 342	810	810	-	289
Chicago-Phoenix	565 940	2 326	661	219	219	219
Atlanta-Los Angeles	500 310	3 312	789	752	580	332
Calgary-Toronto	370 840	2 686	676	574	-	239
Los Angeles-Washington	376 410	3 682	846	293	293	231
Los Angeles-Minneapolis	354 040	2 454	704	231	185	185

Table C.8 (Cont'd)

A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES
(CANADIAN FARES IN CURRENT CANADIAN DOLLARS, U.S. FARES IN CURRENT U.S. DOLLARS)

November 1, 1984

City Pair	1977 Passenger Volume	One-Way Distance (km)	Return Full Fares		Return Discounted Fares	
			Modal	Lowest	Lowest Potential Full Fare	Lowest Non-Status Fare
Edmonton-Toronto	294 400	2 687	676	676	-	239
Los Angeles-St. Louis	299 590	2 544	667	370	370	295
New Orleans-New York	285 240	1 901	600	259	222	176
Vancouver-Winnipeg	176 220	1 862	510	510	-	209
Houston-San Francisco	183 500	2 651	296	250	250	213
Philadelphia-San Francisco	167 740	4 065	887	361	361	220
Montréal-Vancouver	128 010	3 679	878	878	-	329
Miami-San Francisco	124 560	4 168	830	324	324	323
Las Vegas-St. Louis	122 240	2 208	613	417	361	276
Regina-Toronto	105 960	2 027	542	542	-	239
Houston-Las Vegas	106 650	1 976	257*	183	183	165
Dallas-San Jose	103 200	2 324	667	296	276	239

Notes: These fares do not include tax.

* Between Houston and Las Vegas, the full adult fare of the dominant carrier (Muse Air) is designated by the fare code C.

Sources: ATPCO Electronic Tariff, November 1, 1984.
ATPCO Passenger Tariff Set, November 7, 1984.
Official Airline Guide, November 1, 1984.
Airline Flight Schedules of People Express and Southwest Airlines.

Table C.9

TERMS AND CONDITIONS OF DOMESTIC DEEP DISCOUNT* AIR FARES
INTRODUCED BY AIR CANADA AND CP AIR ON SCHEDULED SERVICES
OCTOBER - DECEMBER, 1984

1. ROUND TRIP ADVANCE PURCHASE EXCURSION FARES (CP Air)

- | | | |
|-----|------------------|---|
| i | Advance Purchase | - 21 days |
| ii | Length of Stay | - min: first Sunday after departure
- max: 30 days

- all travel to be completed by December 16. |
| iii | Ticket Purchase | - tickets must be purchased no later than 7 days after the reservations are confirmed and at least 21 days prior to departure. |
| iv | Availability | - available for travel from October 2 to November 30 on all western Canada/Yukon routes served by CP Air.

- seats are limited. |
| v | Itinerary | - confirmed return reservations required.

- one stopover is permitted.

- changes in reservations not permitted after issuance of ticket.

- a fee of 50% of the fare paid applies on cancellation.

- upgrading of the ticket to a higher fare between the same points is permitted without charge.

- open-jaw trips are permitted at the outward destination. |
| vi | Fare Formula | - 44-56% off return economy fare depending on the market. |

2. ROUND TRIP EARLY BOOKING CHRISTMAS EXCURSION FARE (CP Air)

- | | | |
|----|------------------|-------------------------------------|
| i | Advance Purchase | - by September 30 |
| ii | Length of Stay | - min: first Sunday after departure |

- all travel to be completed by January 6, 1985.
- iii Ticket Purchase - tickets must be purchased within 72 hours after the reservations are confirmed and not later than September 30.
- iv Availability - available for travel from December 15, 1984 to January 2, 1985 on CP Air's transcontinental and western Canada/transcontinental through city pairs.
 - seats are limited.
- v Itinerary - confirmed return reservations required.
 - stopovers are not permitted.
 - changes in reservations not permitted after issuance of ticket.
 - no refund on cancellation.
 - upgrading of the ticket to a higher fare between the same points is permitted without charge.
 - open-jaw trips are permitted at the outward destination.
- vi Fare Formula - 48-60% off return economy fare depending on the market.

3. ROUND TRIP ADVANCE PURCHASE EXCURSION FARES (Air Canada and CP Air)

- i Advance Purchase - 14 days
- ii Length of Stay - min: first Sunday after departure
 - all travel to be completed by January 14, 1985.
- iii Ticket Purchase - tickets must be purchased within 14 days after the reservations are confirmed and at least 14 days prior to departure.
- iv Availability - available for travel from December 15, 1984 to January 12, 1985 on all domestic city pairs served by Air Canada and CP

Air's transcontinental and western
Canada/transcontinental through city
pairs.

- seats are limited.
- v Itinerary
 - confirmed return reservations required.
 - one stopover is permitted.
 - changes in reservations are permitted up to 14 days prior to departure upon payment of a \$50 fee.
 - cancellation permitted prior to departure upon payment of a \$50 fee.
 - open-jaw trips are permitted at the outward destination.
- vi Fare Formula
 - 42-50% off return economy fare depending on the market.

Note: * Fares discounted by more than 30% from the reference fare.

Source: Carriers' Tariff Filings with the Air Transport Committee.

PART D

OPERATING PERFORMANCE

This part of the report focuses on the operating performance of air carriers providing domestic services. In this issue, 1983 domestic scheduled and charter traffic trends are presented as well as 1984 traffic trends to the extent that data are available. Quarterly capacity and utilization data for 1983 and 1984 (revenue passenger-kilometres, available seat-kilometres and load factors) are detailed for the major scheduled carriers (Air Canada, CP Air, PWA, Nordair, Quebecair and EPA) in Tables D.1 to D.6. Quarterly passenger and revenue passenger-kilometres for domestic charter operations* in 1983 are detailed in Tables D.7 to D.10 and D.11 to D.14, respectively. The information on charter services is also disaggregated by type of charter--Advance Booking Charters, Inclusive Tour Charters and Common Purpose Charters.

A comparison of Canadian and U.S. air carrier 1983 annual domestic scheduled passenger yields is presented in Table D.15. A more detailed explanation of the analysis accompanies the table.

* Charters operated on aircraft greater than 18 000 pounds (8 165 kg).

Table D.1

AIR CANADA DOMESTIC SCHEDULED SERVICES
1983 - 1984*

	Revenue Passenger-kilometres			Available Seat-kilometres			Load Factor	
	1983 ('000)	1984 ('000)	% Change	1983 ('000)	1984 ('000)	% Change	1983 (%)	1984 (%)
First Quarter	2 156 768	2 328 425	+8.0	3 870 821	3 750 351	-3.1	55.72	62.09
Second Quarter	2 867 133	2 957 068	+3.1	4 210 711	4 113 970	-2.3	68.09	71.88
Third Quarter	3 151 806	3 491 422	+10.8	4 599 908	4 695 845	+2.1	68.52	74.35
Fourth Quarter	2 633 314	..	..	3 822 311	..	..	68.89	..
Annual Total	10 809 021	..	..	16 503 751	..	..	65.49	..

Notes: * 1984 data are preliminary.
.. not available.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.2
CP AIR DOMESTIC SCHEDULED SERVICES
1983 - 1984*

	Revenue Passenger-kilometres			Available Seat-kilometres			Load Factor	
	1983 ('000)	1984 ('000)	% Change	1983 ('000)	1984 ('000)	% Change	1983 (%)	1984 (%)
First Quarter	702 375	813 017	+15.8	1 454 070	1 371 543	-5.7	48.30	59.28
Second Quarter	1 060 603	1 074 324	+1.3	1 494 686	1 502 805	+0.5	70.96	71.49
Third Quarter	1 118 523	1 209 246	+8.1	1 489 130	1 590 193	+6.8	75.11	76.04
Fourth Quarter	983 969	..	..	1 441 675	..	..	68.25	..
Annual Total	3 865 470	..	..	5 879 561	..	..	65.74	..

Notes: * 1984 data are preliminary.
.. not available.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.3
PWA DOMESTIC SCHEDULED SERVICES
1983 - 1984*

	Revenue Passenger-kilometres			Available Seat-kilometres			Load Factor	
	1983 ('000)	1984 ('000)	% Change	1983 ('000)	1984 ('000)	% Change	1983 (%)	1984 (%)
First Quarter	309 719	322 526	+4.1	614 497	685 663	+11.6	50.40	47.04
Second Quarter	362 678	349 154	-3.7	622 439	702 058	+12.8	58.27	49.73
Third Quarter	407 665	398 549	-2.2	744 047	722 387	-2.9	54.79	55.17
Fourth Quarter	360 112	..	..	696 972	..	..	51.67	..
Annual Total	1 440 174	..	..	2 677 955	..	..	53.78	..

Notes: * 1984 data are preliminary.
.. not available.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.4
NORDAIR DOMESTIC SCHEDULED SERVICES
1983 - 1984*

	Revenue Passenger-kilometres			Available Seat-kilometres			Load Factor	
	1983 ('000)	1984 ('000)	% Change	1983 ('000)	1984 ('000)	% Change	1983 (%)	1984 (%)
First Quarter	89 284	114 022	+27.7	..	..	..	..	..
Second Quarter	123 299	157 266	+27.5	..	..	..	..	..
Third Quarter	123 630	151 121	+22.2	..	..	..	..	..
Fourth Quarter	120 806	..	..	..	..	..	..	..
Annual Total	457 019	..	..	..	..	..	..	..

Notes: * 1984 data are preliminary.
.. not available.

Source: Air carrier statements, filed with the Air Transport Committee.

Table D.5
QUEBEC AIR DOMESTIC SCHEDULED SERVICES
1983 - 1984*

	Revenue Passenger-kilometres			Available Seat-kilometres			Load Factor	
	1983 ('000)	1984 ('000)	% Change	1983 ('000)	1984 ('000)	% Change	1983 (%)	1984 (%)
First Quarter	49 525	61 149	+23.5	98 848	114 819	+16.2	50.10	53.26
Second Quarter	56 688	70 768	+24.8	103 088	119 569	+16.0	54.99	59.19
Third Quarter	63 855	78 642	+23.2	129 396	130 328	+0.7	49.35	60.34
Fourth Quarter	63 136	..	..	115 259	..	..	54.78	..
Annual Total	233 204	..	..	446 591	..	..	52.22	..

Notes: * 1984 data are preliminary.
.. not available.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.6
EPA DOMESTIC SCHEDULED SERVICES
1983 - 1984*

	Revenue Passenger-kilometres			Available Seat-kilometres			Load Factor	
	1983 ('000)	1984 ('000)	% Change	1983 ('000)	1984 ('000)	% Change	1983 (%)	1984 (%)
First Quarter	55 375**	124 860	+125.5	113 647**	270 096	+137.7	48.73	46.23
Second Quarter	91 446**	163 871	+79.2	163 816**	279 408	+70.6	55.82	58.65
Third Quarter	157 259	185 808	+18.2	287 382	300 191	+4.5	54.72	61.90
Fourth Quarter	135 339	..	..	296 962	..	..	45.57	..
Annual Total	439 419	..	..	861 807	..	..	50.99	..

Notes: * 1984 data are preliminary.

** Machinists strike - January 7 to March 14, 1983

Pilots strike - January 27 to June 10, 1983

.. not available.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.7

TOTAL* DOMESTIC CHARTER SERVICES: PASSENGERS

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	617	5 518	3 261	-	11 520	50	20 966
February	-	2 346	542	-	3 780	-	6 668
March	204	1 384	908	-	5 004	-	7 500
April	99	327	1 058	-	3 459	-	4 943
May	104	2 528	437	56	29 089	-	32 214
June	385	6 031	811	201	42 158	-	49 586
July	1 039	15 040	1 761	288	54 428	-	72 556
August	895	16 840	693	196	50 529	-	69 153
September	-	4 856	-	-	25 087	-	29 943
October	-	1 346	-	-	18 081	-	19 427
November	1 629	558	-	-	4 018	-	6 205
December	-	4 162	2 690	-	12 470	-	19 322
Annual Total	4 972	60 936	12 161	741	259 623	50	338 483

Notes: * Includes Advance Booking Charters (ABC's), Inclusive Tour Charters (ITC's) and Common Purpose Charters (CPC's).

Source: Air carrier statements filed with the Air Transport Committee.

Table D.8

DOMESTIC ADVANCE BOOKING CHARTERS: PASSENGERS

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	420	5 518	3 261	-	11 520	-	20 719
February	-	1 695	542	-	3 780	-	6 017
March	-	529	908	-	5 004	-	6 441
April	-	-	1 058	-	3 459	-	4 517
May	-	1 901	437	-	29 089	-	31 427
June	168	4 594	97	-	42 158	-	47 017
July	787	14 071	1 047	-	54 428	-	70 333
August	667	16 348	693	-	50 529	-	68 237
September	-	4 187	-	-	25 087	-	29 274
October	-	1 112	-	-	18 081	-	19 193
November	-	328	-	-	4 018	-	4 346
December	-	4 162	2 690	-	12 470	-	19 322
Annual Total	2 042	54 445	10 733	-	259 623	-	326 843

Source: Air carrier statements filed with the Air Transport Committee.

Table D.9
DOMESTIC INCLUSIVE TOUR CHARTERS: PASSENGERS
1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	-	-	-	-	-	50	50
February	-	651	-	-	-	-	651
March	-	459	-	-	-	-	459
April	99	-	-	-	-	-	99
May	-	627	-	56	-	-	683
June	-	974	-	201	-	-	1 175
July	-	969	-	288	-	-	1 257
August	-	492	-	196	-	-	688
September	-	669	-	-	-	-	669
October	-	234	-	-	-	-	234
November	-	230	-	-	-	-	230
December	-	-	-	-	-	-	-
Annual Total	99	5 305	-	741	-	50	6 195

Source: Air carrier statements filed with the Air Transport Committee.

Table D.10

DOMESTIC COMMON PURPOSE CHARTERS: PASSENGERS

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	197	-	-	-	-	-	197
February	-	-	-	-	-	-	-
March	204	396	-	-	-	-	600
April	-	327	-	-	-	-	327
May	104	-	-	-	-	-	104
June	217	463	714	-	-	-	1 394
July	252	-	714	-	-	-	966
August	228	-	-	-	-	-	228
September	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-
November	1 629	-	-	-	-	-	1 629
December	-	-	-	-	-	-	-
Annual Total	2 831	1 186	1 428	-	-	-	5 445

Source: Air carrier statements filed with the Air Transport Committee.

Table D.11

TOTAL* DOMESTIC CHARTER SERVICES: REVENUE PASSENGER-KILOMETRES ('000)

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	935	16 377	9 209	-	36 249	24	62 794
February	-	7 811	698	-	12 633	-	21 142
March	115	3 910	1 169	-	16 723	-	21 917
April	243	117	1 362	-	11 506	-	13 228
May	256	6 464	562	57	89 062	-	96 401
June	602	15 613	1 876	90	126 326	-	144 507
July	2 675	39 978	3 835	192	155 538	-	202 218
August	2 022	45 192	1 471	180	148 137	-	197 002
September	-	11 208	-	-	71 476	-	82 684
October	-	1 835	-	-	51 374	-	53 209
November	1 559	1 261	-	-	13 336	-	16 156
December	-	11 783	7 295	-	37 305	-	56 383
Annual Total	8 407	161 549	27 477	519	769 665	24	967 641

Notes: * Includes Advance Booking Charters (ABC's), Inclusive Tour Charters (ITC's) and Common Purpose Charters (CPC's).

Source: Derived from air carrier statements filed with the Air Transport Committee.

Table D.12

DOMESTIC ADVANCE BOOKING CHARTERS: REVENUE PASSENGER-KILOMETRES ('000)

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	766	16 377	9 209	-	36 249	-	62 601
February	-	5 665	698	-	12 633	-	18 996
March	-	1 768	1 169	-	16 723	-	19 660
April	-	-	1 362	-	11 506	-	12 868
May	-	5 934	562	-	89 062	-	95 558
June	427	13 916	206	-	126 326	-	140 875
July	1 998	37 357	2 223	-	155 538	-	197 116
August	1 694	43 871	1 471	-	148 137	-	195 173
September	-	10 663	-	-	71 476	-	82 139
October	-	1 626	-	-	51 374	-	53 000
November	-	493	-	-	13 336	-	13 829
December	-	11 783	7 295	-	37 305	-	56 383
Annual Total	4 885	149 453	24 195	-	769 665	-	948 198

Source: Derived from air carrier statements filed with the Air Transport Committee.

Table D.13

DOMESTIC INCLUSIVE TOUR CHARTERS: REVENUE PASSENGER-KILOMETRES ('000)

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	-	-	-	-	-	24	24
February	-	2 146	-	-	-	-	2 146
March	-	1 508	-	-	-	-	1 508
April	243	-	-	-	-	-	243
May	-	530	-	57	-	-	587
June	-	1 016	-	90	-	-	1 106
July	-	2 621	-	192	-	-	2 813
August	-	1 322	-	180	-	-	1 502
September	-	545	-	-	-	-	545
October	-	209	-	-	-	-	209
November	-	769	-	-	-	-	769
December	-	-	-	-	-	-	-
Annual Total	243	10 666	-	519	-	24	11 452

Source: Derived from air carrier statements filed with the Air Transport Committee.

Table D.14

DOMESTIC COMMON PURPOSE CHARTERS: REVENUE PASSENGER-KILOMETRES ('000)

1983

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Other</u>	<u>Total</u>
January	169	-	-	-	-	-	169
February	-	-	-	-	-	-	-
March	115	634	-	-	-	-	749
April	-	117	-	-	-	-	117
May	256	-	-	-	-	-	256
June	175	681	1 670	-	-	-	2 526
July	677	-	1 612	-	-	-	2 289
August	328	-	-	-	-	-	328
September	-	-	-	-	-	-	-
October	-	-	-	-	-	-	-
November	1 559	-	-	-	-	-	1 559
December	-	-	-	-	-	-	-
Annual Total	3 279	1 432	3 282	-	-	-	7 993

Source: Derived from air carrier statements filed with the Air Transport Committee.

A COMPARISON OF CANADIAN AND U.S. CARRIER DOMESTIC SCHEDULED PASSENGER YIELDS: NOTES FOR TABLE D.15

The accompanying table (Table D.15) provides a comparison of the domestic scheduled passenger yields* of major Canadian carriers and U.S. major, national and large regional carriers. This sample of U.S. airlines includes all U.S. certificated carriers reporting to the Civil Aeronautics Board (CAB) with an annual operating revenue of over \$10 million U.S. By comparison, Quebecair, the smallest major Canadian airline in terms of operating revenue, generated an operating revenue of \$71 million Canadian in 1983.

Of the 46 U.S. airlines falling within these three categories, all-cargo carriers were eliminated from the analysis as were a number of other carriers** due to data difficulties. In total 32 U.S. carriers and six major Canadian airlines were included in the comparison.

A regression analysis with yield as a function of distance (average stage length) was undertaken and used as a basis for comparison among the airlines. The U.S. carrier yields were also adjusted by the prevailing Canadian to U.S. dollar exchange rate.*** The resulting equation is:

$$\text{Yield} = 5.370648 + 3815.13 (1/\text{Distance})$$

(9.84) (6.02)

t statistics in brackets ().
 $R^2 = .73$

Table D.15 presents the results of the comparison. In this table actual yields are compared to those estimated using the regression. The difference between actual and estimated yields for each carrier is shown in the last column (Actual-Estimated). A positive value in this column, e.g., No. 16 US Air +2.05, indicates that the actual yield was above the estimated or expected yield for an average carrier at that particular stage length; a negative value, e.g., No. 37 People Express -4.64, indicates the opposite--the carrier's yield was below the estimated or expected yield for an average carrier operating at that particular stage length.

* Yields (¢ per rpk) are calculated as scheduled passenger revenue (excluding excess baggage) divided by scheduled revenue passenger-kilometres flown.

** Excluded from the list of air carriers as reported in the January 1983 edition of CAB Air Carrier Traffic Statistics were Braniff, Air Florida, Texas International, Transamerica, Hawaii Express, Pacific East and Pacific Express.

*** An exchange rate of 1.2324 Canadian dollars per U.S. dollar has been used.

Table D.15

A COMPARISON OF CANADIAN AND U.S. CARRIER DOMESTIC SCHEDULED PASSENGER YIELDS

1983 Annual

Carrier	Average Stage Length (km per departure)	Yield (\$ per rpk) expressed in Canadian currency**		
		Actual	Estimated	Actual-Estimated
1 Air Canada	961	10.20	9.34	+0.86
2 CP Air	1 067	8.17	8.95	-0.78
3 EPA	436	13.80	14.12	-0.32
4 Quebecair	328	18.95	17.00	+1.95
5 Nordair	535	14.41	12.50	+1.91
6 PWA	391	15.53	15.13	+0.40
7 American	1 357	8.81	8.18	+0.63
8 Continental	1 024	8.36	9.10	-0.74
9 Delta	863	10.50	9.79	+0.71
10 Eastern	927	9.80	9.49	+0.31
11 Northwest	996	8.95	9.20	-0.25
12 Pan American	1 275	7.39	8.36	-0.97
13 Republic	595	11.03	11.78	-0.75
14 TransWorld	1 268	8.28	8.38	-0.10
15 United	1 313	8.18	8.28	-0.10
16 US Air	570	14.11	12.06	+2.05
17 Western	945	8.21	9.41	-1.20
18 Air California	547	11.88	12.35	-0.47
19 Alaska	855	11.84	9.83	+2.01
20 Aloha	195	19.00	24.94	-5.94
21 Capitol	2 156	5.43	7.14	-1.71
22 Frontier	681	10.14	10.97	-0.83
23 Hawaiian	187	18.57	25.77	-7.20
24 Ozark	641	11.56	11.32	+0.24
25 Pacific Southwest	565	10.49	12.12	-1.63
26 Piedmont	539	12.15	12.45	-0.30
27 Southwest	488	8.53	13.19	-4.66
28 Wien	367	14.15	15.77	-1.62
29 World	2 649	4.70	6.81	-2.11
30 Air Midwest*	227	28.83	22.18	+6.65
31 Air Wisconsin	177	32.70	26.93	+5.77
32 Empire	262	22.50	19.93	+2.57
33 Jet America	2 298	7.30	7.03	+0.27
34 Midway	718	13.08	10.68	+2.40
35 Muse	583	8.12	11.91	-3.79
36 New York Air	483	14.95	13.27	+1.68
37 People Express	718	6.04	10.68	-4.64
38 Reeve	895	19.34	9.63	+9.71

Notes: * Reported rpk's were adjusted for Air Midwest to include missing December traffic.

** U.S. carrier yields are converted to Canadian dollars using an exchange rate of \$1.2324 Canadian dollars per U.S. dollar.

Estimated yields were obtained using the regression equation: $\text{yield} = 5.370648 + 3815.13 (1/\text{Distance})$.

Sources: Bank of Canada Review, October 1984.

Derived from air carrier statements filed with the Air Transport Committee.

CAB, Air Carrier Traffic Statistics, January-December 1983.

CAB, Air Carrier Financial Statistics, March, June, September, December 1983.

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INTRODUCTION

The Air Transport Monitor is prepared by staff of the Passenger Transport Studies and Economic and Social Research Directorates of the Research Branch of the Canadian Transport Commission. It is undertaken with the intent of collecting and disseminating information on service levels, air fares, and air carrier operations as may be of assistance to the consideration of competition and regulation in the Canadian air transport industry.

This is the third in a series of quarterly monitoring reports, the first of which was issued in January 1985. The report is divided into five parts:

Part A, "Applications and Decisions", reviews Air Transport Committee decisions relative to the licence authorities of Level I, II, and III air carriers.

Part B, "Services", details scheduled carrier activity at airports in Canada. An index of service convenience is also provided in this part of the report.

Part C, "Pricing", presents information relative to pricing in both the Canadian domestic and the U.S. domestic markets.

Part D, "Operating Performance", reports on domestic scheduled and charter traffic levels; as well, a new table detailing work stoppages which affect the activities of Canadian air carriers is included. A comparison of the domestic scheduled passenger yields of Canadian and U.S. carriers is also provided in this part of the report.

Part E, "Occasional Papers", reports on the results of work carried out within the Research Branch as well as on trends and developments which may be of particular interest to the consideration of competition and regulation in the Canadian air transport industry.

The table formats and the coverage in this report should be viewed as preliminary. Questions regarding any aspect of the report or comments as to possible additional topics which might be included in future issues should be addressed to Sheila Rajani, Canadian Transport Commission, Ottawa, Ontario K1A 0N9 or telephone (819) 997-2830.

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PART A

APPLICATIONS AND DECISIONS

This part of the report provides a review of Air Transport Committee decisions relative to the licence authorities of Level I, II, and III air carriers engaged in offering fixed wing air services or a combination of fixed wing and rotating wing air services. These carriers are identified in Table A.1.1. Definitions of carrier levels, classes of service, and aircraft weight groupings are provided in the first two issues of the Air Transport Monitor (Volume 1, Number 1, January 1985 and Volume 1, Number 2, April 1985).

The review covers all decisions for the period from January 1, 1985 to March 31, 1985 except decisions related to changes of ownership, transfer of licence authorities and change of name, and decisions relative to air carrier operations involving the transport of cargo or the use of rotating wing aircraft. The decisions have been categorized into the following groups:

- Decisions concerning new domestic licence authorities and licence cancellations

- Decisions concerning existing domestic licence authorities

- Amendments to add point(s) and to delete point(s)
- Amendments to suspend point(s) or lift suspension of point(s)
- Amendments to operating conditions
- Amendments to weight group conditions
- Status of experimental licences

- Decisions concerning new and existing transborder and international licence authorities.

A brief summary of the carrier(s) involved, the application giving rise to each decision, and the results are provided in Tables A.2 through A.4. Table A.5 contains a list of revisions to decisions reported in previous issues.

Given the abbreviated nature of this presentation and the inherent problems of attempting to categorize into homogeneous groups many individual events which are unique in their own right, the interested reader is encouraged to refer to the actual text of each decision, which can be obtained through the Secretary of the Air Transport Committee, if further details and analysis are required. It should also be noted that this review has been compiled for information purposes only and is not to be considered as an authoritative document in any dispute with respect to the actual decisions.

Table A.1.1

AIR CARRIERS INCLUDED IN THE REVIEW
OF DECISIONS CONCERNING LICENCE AUTHORITIES

Level I

Air Canada
Canadian Pacific Air Lines Limited operating as (o/a) CP Air
Eastern Provincial Airways Ltd.
Nordair Ltée - Nordair Ltd.
Pacific Western Airlines Ltd.
Quebecair
Wardair Canada Inc.

Level II

Air Ontario Limited
Austin Airways Limited
Bradley Air Services Limited/First Air
Jim Pattison Industries Ltd. o/a AirBC
Jim Pattison Industries Ltd. o/a Trans-Provincial Airlines Ltd.
North Canada Air Ltd. o/a Norcanair
Northwest Territorial Airways Ltd.
Time Air (1982) Ltd.

Level III

Aero Arctic Ltd.
Aero Aviation Centre (1981) Ltd.
Aero Trades (Western) Ltd.
Air Atonabee Limited/Cité Express - City Express
Air Creebec Inc.
Air-Dale Limited
Airgava Ltée - Airgava Ltd.
Air Inuit Ltée - Air Inuit Ltd.
Air Niagara Ltd.
Air Saguenay (1980) Inc.
Air Satellite Inc.
Aklavik Flying Service Limited
Angus Aviation Ltd.
Athabaska Airways Ltd.
Aviation Amos M. et J. Inc.
B.C. Yukon Air Service Ltd.
Bearskin Lake Air Service Ltd.
Bonavair Ltd.
Brooker-Wheaton Aviation Ltd.
Buffalo Airways Ltd.
Business Air Services (Toronto) Limited
Business Air Services Limited
Business Flights Ltd.
Calm Air International Ltd. o/a Calm Air

Central Airways Corp.
Columbia Airlines Ltd.
Contact Airways Ltd.
Execaire Inc.
Flight Center Victoria
Flightexec Limited
Forest Industries Flying Tankers Limited
Futura Airlines Limited
Georgian Bay Airways
Highwood Air Service Ltd.
Ilford-Riverton Airways Ltd.
Inter City Air
Interflite Aviation Ltd.
Interflite Aviation Services Inc.
Kelowna Flightcraft Air Charter Ltd.
Kenn Borek Air Ltd.
Kinniburgh Spray Service Ltd.
La Ronge Aviation Services Ltd.
Labrador Airways Limited
Laurentide Aviation Ltd.
Maple Air Services Ltd.
Meridian Aviation Ltd.
Millardair Ltd.
Nahanni Air Services Ltd.
norOntair
North Cariboo Flying Service Ltd.
North Coast Air Services Ltd.
Northern Thunderbird Air Ltd.
Northward Airlines Ltd.
North Western Flying Services Limited
Ontario Central Airlines Ltd.
Peace Air Limited
Pem-Air Limited
Peninsula Air Service Limited
Perimeter Airlines (Inland) Ltd.
Perimeter Aviation Ltd.
Powell Air Ltd.
Propair Inc.
Ptarmigan Airways Ltd.
Québec Aviation Ltée - Quebec Aviation Ltd.
Regionair
Rotor Lease Limited
Simpson Air (1981) Ltd.
Skycharter Limited
Slate Falls Airways Limited
Soundair Corporation/Commuter Express
South West Air Limited
Southern Frontier Air Transport Ltd. o/a Southern Frontier Airlines
Toronto Airways Limited o/a Torontair
Trans North Turbo Air Limited o/a Trans North Air
Tyee Airways Ltd.
Voyageur Airways Limited
Wapiti Aviation Ltd.

Wilderness Airline (1975) Ltd.
Worldways Canada Ltd.

Table A.2

DECISIONS CONCERNING NEW DOMESTIC LICENCE AUTHORITIES
AND LICENCE CANCELLATIONS
JANUARY 1 - MARCH 31, 1985

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8640	02-15	Voyageur Airways Limited	- application to cancel Licence No. A.T.C. 3143/80 Non-Scheduled (NS), a Class 2 Regular Specific Point commercial air service, serving the points North Bay and Toronto Island Airport, Ontario, using Groups B and C fixed wing aircraft--approved, (see also Tables A.3.1 and A.3.3).
8660	02-18	Soundair Corporation	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services using fixed wing aircraft in Groups B, C, and D, from a base at Vancouver, B.C.--approved, (see also Table A.4).
8661	02-18	Wilderness Airline (1975) Ltd.	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services using fixed wing aircraft in Group B from a base at Vancouver International Airport, B.C.--approved, (see also Table A.4).

Table A.3.1

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
AMENDMENTS TO ADD POINT(S) AND TO DELETE POINT(S)
JANUARY 1 - MARCH 31, 1985

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8571	01-08	Southern Frontier Air Transport Ltd. o/a Southern Frontier Airlines	- addition of point Bonnyville, Alberta to Licence No. A.T.C. 3315/81(NS)--approved.
8584	01-17	Air Inuit Ltée/ Air Inuit Ltd.	- addition of point Richmond Gulf (Umiujaq), P.Q. to Licence No. A.T.C. 3591/83(NS)--approved.
8640	02-15	Voyageur Airways Limited	- application to consolidate Licence Nos. A.T.C. 3560/83(NS), A.T.C. 2103/71(NS), A.T.C. 3288/81(NS), A.T.C. 3672/84(NS) and A.T.C. 3761/84(NS) into one licence, namely Licence No. A.T.C. 3761/84(NS) serving the points Toronto, Windsor, North Bay, Ottawa, Sudbury, Marathon and Manitouwadge, Ontario--approved, (see also Tables A.2 and A.3.3).
8655	02-19	Jim Pattison Industries Ltd. o/a AirBC	- deletion of the point Gillies Bay, B.C. from Licence No. A.T.C. 1695/67(NS)--approved.
8683	02-28	Southern Frontier Air Transport Ltd. o/a Southern Frontier Airlines	- addition of point Prince Albert, Saskatchewan to Licence Nos. A.T.C. 3313/81(NS) and A.T.C. 3314/81(NS)--approved.
8765	03-25	Nordair Ltée/ Nordair Ltd.	- addition of points Sudbury, North Bay and Timmins, Ontario to Licence Nos. A.T.C. 2844/78 Scheduled (S) and A.T.C. 1852/69(S)--approved.
8768	03-26	Eastern Provincial Airways Limited	- application to consolidate Licence Nos. A.T.C. 12/45(S), A.T.C. 2481/75(S) and A.T.C. 2482/75(S) into one licence, namely Licence No. A.T.C. 2481/75(S) serving the points St. John's, Gander, Deer Lake, Stephenville, Wabush, Goose Bay and Churchill Falls/Twin Falls, Newfoundland; Charlottetown and Summerside, P.E.I.; Moncton,

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
			Saint John, Fredericton, Bathurst/Charlo and Chatham, New Brunswick; Halifax and Sydney, Nova Scotia; Magdalen Islands and Montreal, P.Q.; and Toronto, Ontario-- approved.
8770	03-27	Eastern Provincial Airways Limited	- addition of point Ottawa, Ontario to Licence No. A.T.C. 2481/75(S)-- approved.

Table A.3.2

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
AMENDMENTS TO SUSPEND POINT(S) OR LIFT SUSPENSION OF POINT(S)
JANUARY 1 - MARCH 31, 1985

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8612	01-29	Business Air Services Limited	- application for further suspension of Licence Nos. A.T.C. 2571/76 Charter/Specialty (C) and A.T.C. 560/76 Canada (CF) until June 30, 1985--approved.
8670	02-28	Pem-Air Limited	- application for a further suspension of Licence No. A.T.C. 1952/70(NS) in respect of the point Chatham, Ontario for a period of one year--approved.

Table A.3.3

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
AMENDMENTS TO OPERATING CONDITIONS
JANUARY 1 - MARCH 31, 1985

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8599	01-30	Air Atonabee Limited o/a City Express/ Cité Express	- application to upgrade Class 3 Specific Point commercial air service under Licence Nos. A.T.C. 3115/80(NS) and A.T.C. 2325/74(NS) to a Class 2 Regular Specific Point commercial air service--approved.
8639	02-13	Jim Pattison Industries Ltd. o/a Trans-Provincial Airlines	- application for cancellation of the Class 3 Specific Point commercial air service authorized under Licence No. A.T.C. 1578/64(NS)--approved.
8640	02-15	Voyageur Airways Limited	- application to upgrade Class 3 Specific Point commercial air service under Licence No. A.T.C. 3560/83(NS) to a Class 2 Regular Specific Point commercial air service--approved, (see also Tables A.2 and A.3.1).
8680	03-04	Kelowna Flightcraft Air Charter Ltd.	- application to amend Licence No. A.T.C. 2480/75(C) by deleting the words "restricted to propeller driven aircraft" in Condition No. 2-- approved.
8684	02-28	Ilford-Riverton Airways Ltd.	- application to amend Condition No. 1 of Licence Nos. A.T.C. 624/52(NS) (Class 3) and A.T.C. 1207/61(C) (Class 4) by removing the restriction to the transportation of cargo only in its Group E operations--approved.

Table A.3.4

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
AMENDMENTS TO WEIGHT GROUP CONDITIONS
JANUARY 1 - MARCH 31, 1985

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8588	01-17	Air Atonabee Limited o/a City Express/ Cité Express	- authority to also operate Group E fixed wing aircraft under Licence Nos. A.T.C. 2140/72(C) and A.T.C. 462/72(CF) and Licence Nos. A.T.C. 3664/84(C) and A.T.C. 850/84(CF) held by Air Atonabee Limited--approved.
8591	01-18	Propair Inc.	- in accordance with the Minister's Certified Opinion dated September 12, 1984, Decision No. 8406 is varied thereby authorizing a Class 2 Regular Specific Point commercial air service serving the points Rouyn/Noranda, Val-d'Or and Gatineau, P.Q. without Group D aircraft restriction.
8637	02-07	B.C. Yukon Air Service Limited	- application for suspension of Licence No. A.T.C. 77/46(C) in respect of the authority to operate Groups A and B fixed wing aircraft for a period of one year--approved.
8662	02-18	Athabaska Airways Ltd.	- authority to also operate Group A fixed wing aircraft under Licence No. A.T.C. 2996/79(C)--approved.
8705	03-29	Aero Trades (Western) Ltd.	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 3221/81(NS) deletes the condition on the Licensee to operate Group E fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8706	03-29	Jim Pattison Industries Ltd. o/a AirBC	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 3693/84(NS) deletes the condition on the Licensee to operate Group E fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8707	03-29	Powell Corporation o/a Georgian Bay Airways	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 442/49(NS) deletes the condition on the Licensee to operate Groups A and B fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8710	03-29	Perimeter Airlines (Inland) Ltd.	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 2839/78(NS) deletes the condition on the Licensee to operate Groups C and D fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8711	03-29	Powell Air Ltd.	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 3237/81(NS) deletes the condition on the Licensee to operate Groups B and C fixed wing aircraft on wheels only and fixed wing aircraft in Group E and authorizes the use of fixed wing aircraft in any group.
8712	03-29	South West Air Limited	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 3388/82(NS) deletes the condition on the Licensee to operate Groups A and B fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8713	03-29	Jim Pattison Industries Ltd. o/a Trans-Provincial Airlines	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 1580/64(NS) deletes the condition on the Licensee to operate Groups A, B and C fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8716	03-29	Jim Pattison Industries Ltd. o/a AirBC	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 2780/77(NS) deletes the condition on the Licensee to operate Groups A, B and C fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8719	03-29	Bearskin Lake Air Service Ltd.	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 3187/80(NS) deletes the condition on the Licensee to operate Group B fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8720	03-29	Bearskin Lake Air Service Ltd.	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 3151/80(NS) deletes the condition on the Licensee to operate Group B fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8722	03-29	Central Airways Corp.	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 1596/65(NS) deletes the condition on the Licensee to operate Groups A and B fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8734	03-29	Powell Air Ltd.	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 1455/63(NS) deletes the condition on the Licensee to operate Groups A, B and C fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8735	03-29	Powell Air Ltd.	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 2401/75(NS) deletes the condition on the Licensee to operate Groups A, B and C fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8739	03-29	South West Air Limited	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 3603/84(NS) deletes the condition on the Licensee to operate Group B fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8744	03-29	Jim Pattison Industries Ltd. o/a Trans-Provincial Airlines	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 687/53(NS) deletes the condition on the Licensee to operate Groups A, B and C fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8745	03-29	Jim Pattison Industries Ltd. o/a Trans-Provincial Airlines	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 1483/63(NS) deletes the condition on the Licensee to operate Groups A, B and C fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8746	03-29	Jim Pattison Industries Ltd. o/a Trans-Provincial Airlines	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 1452/63(NS) deletes the condition on the Licensee to operate Groups A, B and C fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8747	03-29	Jim Pattison Industries Ltd. o/a Trans-Provincial Airlines	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 1454/63(NS) deletes the condition on the Licensee to operate Groups A, B and C fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8748	03-29	Jim Pattison Industries Ltd. o/a Trans-Provincial Airlines	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 1703/67(NS) deletes the condition on the Licensee to operate Groups A, B and C fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.
8749	03-29	Jim Pattison Industries Ltd. o/a Trans-Provincial Airlines	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 1704/67(NS) deletes the condition on the Licensee to operate Groups A, B and C fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8750	03-29	Jim Pattison Industries Ltd. o/a Trans-Provincial Airlines	- on its own motion, the Air Transport Committee with respect to Licence No. A.T.C. 3695/84(NS) deletes the condition on the Licensee to operate Groups A, B and C fixed wing aircraft only and authorizes the use of fixed wing aircraft in any group.

Table A.3.5

DECISIONS CONCERNING EXISTING DOMESTIC LICENCE AUTHORITIES:
STATUS OF EXPERIMENTAL LICENCES
JANUARY 1 - MARCH 31, 1985

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8774	03-26	Jim Pattison Industries Ltd. o/a AirBC	- amendment of Licence Nos. A.T.C. 218/47(C) and A.T.C. 78/51(CF) by deleting Condition No. 2 which granted Groups D and E authority under the licence for an experimental period of two years, ending May 31, 1985--approved.

Table A.4

DECISIONS CONCERNING NEW AND EXISTING TRANSBORDER AND
INTERNATIONAL LICENCE AUTHORITIES
JANUARY 1 - MARCH 31, 1985

<u>Number</u>	<u>Date</u>	<u>Carrier(s)</u>	<u>Application/Decision</u>
8660	02-18	Soundair Corporation	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services using fixed wing aircraft in Groups B, C and D from a base at Vancouver, B.C.-- approved, (see also Table A.2).
8661	02-18	Wilderness Airline (1975) Ltd.	- authority to operate Class 4 Charter and Class 9-4 International Charter commercial air services using Group B fixed wing aircraft from a base at Vancouver International Airport, B.C.--approved, (see also Table A.2).
8690	03-05	Nordair Ltée/ Nordair Ltd.	- addition of point Orlando, Florida, U.S.A. to Licence No. A.T.C. 3719/84(CF)--approved.
8767	03-22	Air Ontario Limited	- authority to operate a Class 8 International Scheduled commercial air service serving the points Toronto, Ontario, Canada and Cleveland, Ohio, U.S.A.--approved.

Table A.5

REVISIONS TO DECISIONS REPORTED IN PREVIOUS ISSUES

Volume 1, Number 2, April 1985

Table A.2	Decision Number 8375, Air Saguenay (1980) Inc. - all reference to the base "Great Whale" should read "Great Whale River"; amendment dated May 6, 1985.
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PART B

S E R V I C E S

This part of the report provides information on the level of air service provided at and between Canadian communities.

Tables B.1 through B.11 identify the number of flight departures and the number of departing seats on southern and northern domestic, transborder, and international services out of Canadian communities.

Tables B.12 through B.14 provide information on the convenience of service schedules between the eight largest hub airports in Canada.

Explanatory notes accompany each set of tables.

SCHEDULED CARRIER ACTIVITY AT CANADIAN AIRPORTS: NOTES FOR TABLES B.1-B.11

Flight Selection

The accompanying tables summarize scheduled carrier activity at Canadian airports by sector and equipment type during the week of February 15-21 for the years 1978 and 1985.

The tables include all scheduled departures listed in the Official Airline Guide. This listing reports intended scheduled operations which, it is cautioned, may differ from actual results. Moreover, it is pointed out that because of licence restrictions related to the carriage of local traffic on certain flights and because of the routing of flights and the itineraries of passengers, not all the capacity (seats) may be available for departing passengers out of the individual airports.

Charter, all-cargo, and other flights not listed in the Official Airline Guide are not reported in the tables.

Capacities

The accompanying tables separate jet and non-jet operations. Within these two groups of aircraft a standard seating capacity, measured by available seats, is assigned to each aircraft type in a carrier's fleet.

In some cases, the use of the standard seating capacity only approximates actual seat volumes; for example, where:

- a) a particular carrier configures one aircraft as all-economy and another aircraft of the same type as seating both first class and economy passengers. In such cases, the most common seat configuration employed by the carrier is used.
- b) seating capacity varies depending upon the specific model of an aircraft. Where the different models could not be distinguished, an average figure is used weighted by the number of each model within an airline's fleet.
- c) operations, as in northern Canada, involve the use of part of the passenger cabin for cargo. The seating capacity in such cases has been adjusted where necessary.

Market Segregation

Airport activity, as shown in the tables is provided for two years, 1978 (Tables B.1-B.5) and 1985 (Tables B.6-B.10). For each year, airport activity is separated into four sectors: southern domestic, northern domestic, transborder, and international. A composite table aggregating activity in the four sectors is provided for each year. The last table in

this series on airport activity (Table B.11) provides summary information by year and by sector.

The dividing line separating the southern domestic and northern domestic sectors is defined by:

- a) the 50th parallel from the Atlantic Ocean to the Ontario-Manitoba boundary,
- b) the diagonal joining the 50th parallel at the Ontario-Manitoba boundary to the 53rd parallel at the Manitoba-Saskatchewan boundary, and
- c) the 55th parallel from the Manitoba-Saskatchewan boundary to the British Columbia-Alaska boundary.

Domestic flights which have the departure and/or the arrival airport in northern Canada are included in the northern domestic sector. This sector thus includes flights between northern Canada and southern Canada, as well as flights entirely within northern Canada. Domestic flights which have both the departure and arrival airports in southern Canada are assigned to the southern domestic sector. Domestic portions of transborder and international flights are not included in either domestic sector.

The transborder sector includes all flights operated between Canada and the United States by a Canadian or American carrier. The transborder sector also includes domestic portions operated by:

- a) American carriers, and
- b) Canadian carriers where no local traffic is permitted (because of customs procedures) and the flight begins or ends in the United States.

The international sector includes all flights between Canada and countries other than the United States. The international sector also includes:

- a) domestic and transborder portions of flights operated by foreign carriers, and
- b) domestic portions of Canadian carrier flights which begin or end in a foreign country. These flight portions may have local traffic restrictions and, if not, carry little domestic traffic.

Table B.1
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF FEB. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Atikokan, Ont.	0	0	23	460	23	460
Baie-Comeau, Qué.	7	553	12	490	19	1043
Bella Bella, B.C.	0	0	7	70	7	70
Bella Coola, B.C.	0	0	7	70	7	70
Bonaventure, Qué.	0	0	15	225	15	225
Calgary, Alta.	292	36039	89	2570	381	38609
Campbell River, B.C.	0	0	13	650	13	650
Castlegar, B.C.	19	2261	17	119	36	2380
Chapleau, Ont.	0	0	19	380	19	380
Charlo, N.B.	6	714	15	225	21	939
Charlottetown, P.E.I.	21	2380	21	840	42	3220
Chatham, N.B.	6	714	0	0	6	714
Chibougamau, Qué.	0	0	15	360	15	360
Comox, B.C.	22	2618	18	360	40	2978
Cranbrook, B.C.	26	3094	11	77	37	3171
Deer Lake, Nfld.	33	3927	0	0	33	3927
Dryden, Ont.	25	2359	17	340	42	2699
Duncan, B.C.	0	0	12	240	12	240
Earlton, Ont.	0	0	24	480	24	480
Edmonton (International), Alta.	172	21892	0	0	172	21892
Edmonton (Municipal), Alta.	107	12733	22	610	129	13343
Elliot Lake, Ont.	0	0	29	580	29	580
Fort Frances, Ont.	0	0	29	580	29	580
Fredericton, N.B.	49	5355	7	280	56	5635
Gander, Nfld.	49	5712	0	0	49	5712
Gaspé, Qué.	0	0	22	680	22	680
Gillies Bay, B.C.	0	0	36	720	36	720
Grand Forks, B.C.	0	0	3	21	3	21
Halifax, N.S.	181	22508	27	1080	208	23588
Hamilton, Ont.	33	3927	2	84	35	4011
Iles-de-la-Madeleine, Qué.	0	0	14	560	14	560
Kamloops, B.C.	38	4522	40	657	78	5179
Kapuskasing, Ont.	0	0	23	460	23	460
Kelowna, B.C.	45	5355	46	634	91	5989
Kenora, Ont.	0	0	24	486	24	486
Kingston, Ont.	0	0	35	805	35	805
Kirkland Lake, Ont.	0	0	19	380	19	380
Lethbridge, Alta.	0	0	48	1390	48	1390
London, Ont.	21	2142	89	4450	110	6592
Masset, B.C.	0	0	33	330	33	330
Matagami, Qué.	0	0	7	240	7	240
Medicine Hat, Alta.	0	0	29	870	29	870
Moncton, N.B.	35	3808	14	560	49	4368
Mont-Joli, Qué.	17	1343	38	1030	55	2373
Montréal (Dorval), Qué.	448	55220	47	1778	495	56998
Montréal (Mirabel), Qué.	15	1507	35	1018	50	2525
Namu, B.C.	0	0	7	70	7	70
Nanaimo Harbour, B.C.	0	0	31	620	31	620

Table B.1 (cont.)
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF FEB. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Nanaimo, B.C.	0	0	98	1400	98	1400
North Bay, Ont.	42	4284	48	1020	90	5304
Ocean Falls, B.C.	0	0	7	70	7	70
Ottawa, Ont./Hull, Qué.	322	33647	63	1779	385	35426
Pembroke, Ont.	0	0	8	208	8	208
Penticton, B.C.	50	5950	15	261	65	6211
Peterborough, Ont.	0	0	30	1230	30	1230
Port Hardy, B.C.	11	1309	0	0	11	1309
Port-Menier, Qué.	0	0	3	45	3	45
Powell River, B.C.	0	0	31	1010	31	1010
Prince Albert, Sask.	0	0	10	420	10	420
Prince George, B.C.	27	3473	22	440	49	3913
Prince Rupert (Seal Cove), B.C.	0	0	49	490	49	490
Prince Rupert, B.C.	14	1666	47	520	61	2186
Québec, Qué.	111	9929	68	2560	179	12489
Quesnel, B.C.	6	714	10	200	16	914
Red Deer, Alta.	0	0	10	200	10	200
Regina, Sask.	82	9085	15	630	97	9715
Rivière-du-Loup, Qué.	0	0	10	150	10	150
Roberval, Qué.	0	0	10	150	10	150
Rouyn/Noranda, Qué.	13	1326	6	240	19	1566
Saguenay/Bagotville, Qué.	22	1938	18	470	40	2408
Saint John, N.B.	63	6902	14	560	77	7462
Sandspit, B.C.	7	833	21	210	28	1043
Sarnia, Ont.	0	0	31	1550	31	1550
Saskatoon, Sask.	83	8676	25	1050	108	9726
Sault Ste. Marie, Ont.	42	4364	35	700	77	5064
Smithers, B.C.	7	833	10	200	17	1033
St. John's, Nfld.	69	8473	0	0	69	8473
Stephenville, Nfld.	23	2618	0	0	23	2618
Sudbury, Ont.	41	3874	47	970	88	4844
Sydney/Glace Bay, N.S.	35	3927	6	240	41	4167
Tahsis, B.C.	0	0	7	70	7	70
Terrace/Kitimat, B.C.	14	1666	10	200	24	1866
Thunder Bay, Ont.	80	8207	15	300	95	8507
Timmins, Ont.	21	2142	48	960	69	3102
Tofino, B.C.	0	0	7	70	7	70
Toronto (Pearson Int'l), Ont.	647	93863	93	4458	740	98321
Val d'Or, Qué.	34	3415	19	639	53	4054
Vancouver Harbour, B.C.	0	0	104	2080	104	2080
Vancouver, B.C.	375	50813	153	3050	528	53863
Victoria Harbour, B.C.	0	0	61	1220	61	1220
Victoria, B.C.	63	7441	7	350	70	7791
Wawa, Ont.	0	0	17	340	17	340
Williams Lake, B.C.	6	714	22	440	28	1154
Windsor, Ont.	52	5381	0	0	52	5381
Winnipeg, Man.	242	31254	2	46	244	31300
Yarmouth, N.S.	7	714	0	0	7	714

Table B.1 (cont.)
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF FEB. 15-21, 1978

City / Airport	<u>Jet</u>		<u>Non-Jet</u>		<u>Total</u>	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Total	4278	520114	2423	62125	6701	582239

Table B.2
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF FEB. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	4	80	4	80
Akulivik, Qué.	0	0	2	40	2	40
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Asbestos Hill, Qué.	2	112	0	0	2	112
Attawapiskat, Ont.	0	0	5	200	5	200
Baie-Comeau, Qué.	0	0	7	310	7	310
Baie-du-Vieux-Fort, Qué.	0	0	6	60	6	60
Baie-Johan-Beetz, Qué.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	3	174	3	174
Berens River, Man.	0	0	24	348	24	348
Blanc-Sablon, Qué.	0	0	6	150	6	150
Bonaventure, Qué.	0	0	5	75	5	75
Cambridge Bay, N.W.T.	3	168	0	0	3	168
Charlo, N.B.	0	0	5	75	5	75
Chevery, Qué.	0	0	12	300	12	300
Churchill Falls, Nfld.	9	1071	0	0	9	1071
Churchill, Man.	9	763	13	754	22	1517
Coral Harbour, N.W.T.	0	0	1	58	1	58
Cross Lake, Man.	0	0	12	240	12	240
Dawson City, Y.T.	0	0	4	168	4	168
Dawson Creek, B.C.	12	1428	0	0	12	1428
Deer Lake, Nfld.	5	595	0	0	5	595
Dryden, Ont.	0	0	11	238	11	238
Eastmain River, Qué.	0	0	10	200	10	200
Edmonton (International), Alta.	54	5544	0	0	54	5544
Edmonton (Municipal), Alta.	17	2023	11	330	28	2353
Eskimo Point, N.W.T.	0	0	4	232	4	232
Flin Flon, Man.	9	807	0	0	9	807
Fort Albany, Ont.	0	0	10	400	10	400
Fort Chipewyan, Alta.	6	336	0	0	6	336
Fort Franklin, N.W.T.	0	0	2	40	2	40
Fort George, Qué.	0	0	10	200	10	200
Fort Good Hope, N.W.T.	0	0	4	80	4	80
Fort McMurray, Alta.	23	2359	0	0	23	2359
Fort McPherson, N.W.T.	0	0	5	100	5	100
Fort Nelson, B.C.	14	1666	0	0	14	1666
Fort Norman, N.W.T.	0	0	4	80	4	80
Fort Simpson, N.W.T.	4	350	0	0	4	350
Fort Smith, N.W.T.	12	1428	0	0	12	1428
Fort St. John, B.C.	47	5684	0	0	47	5684
Gagnon, Qué.	7	553	1	40	8	593
Gethsémani, Qué.	0	0	6	60	6	60
Gillam, Man.	5	463	2	116	7	579
Gods Lake Narrows, Man.	0	0	24	348	24	348
Gods River, Man.	0	0	6	120	6	120
Goose Bay, Nfld.	17	1834	0	0	17	1834
Grande Prairie, Alta.	28	3332	11	330	39	3662
Halifax, N.S.	3	168	0	0	3	168

Table B.2 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF FEB. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Hall Beach, N.W.T.	3	231	1	26	4	257
Hay River, N.W.T.	18	2142	0	0	18	2142
High Level, Alta.	6	714	0	0	6	714
Inoucdjouac, Qué.	0	0	12	240	12	240
Inuvik, N.W.T.	8	448	12	350	20	798
Iqaluit (Frobisher Bay), N.W.T.	11	616	1	26	12	642
Island Lake, Man.	0	0	12	240	12	240
Ivujivik, Qué.	0	0	2	40	2	40
Kashechewan, Ont.	0	0	6	240	6	240
Kégashka, Qué.	0	0	6	60	6	60
Kenora, Ont.	0	0	2	46	2	46
Kuuujuaq (Fort Chimo), Qué.	6	336	0	0	6	336
Kuuujuarapik(Poste-Baleine), Qué	3	168	12	240	15	408
La Grande, Qué.	13	1347	2	84	15	1431
La Ronge, Sask.	0	0	10	420	10	420
La Tabatière, Qué.	0	0	6	60	6	60
Little Grand Rapids, Man.	0	0	12	240	12	240
Lynn Lake, Man.	2	150	0	0	2	150
Mayo, Y.T.	0	0	5	210	5	210
Mingan, Qué.	0	0	15	510	15	510
Mont-Joli, Qué.	10	790	4	180	14	970
Montréal (Dorval), Qué.	22	1704	0	0	22	1704
Moosonee, Ont.	0	0	22	652	22	652
Nanisivik, N.W.T.	2	112	0	0	2	112
Natashquan, Qué.	0	0	12	390	12	390
Norman Wells, N.W.T.	7	392	4	80	11	472
Norway House, Man.	0	0	17	530	17	530
Oxford House, Man.	0	0	18	294	18	294
Peace River, Alta.	12	1428	0	0	12	1428
Pickle Lake, Ont.	0	0	10	200	10	200
Port-Menier, Qué.	0	0	3	45	3	45
Povungnituk, Qué.	0	0	9	180	9	180
Prince Albert, Sask.	0	0	5	210	5	210
Prince George, B.C.	25	3066	0	0	25	3066
Prince Rupert, B.C.	0	0	9	90	9	90
Québec, Qué.	16	1448	0	0	16	1448
Rankin Inlet, N.W.T.	0	0	8	464	8	464
Red Lake, Ont.	0	0	13	299	13	299
Red Sucker Lake, Man.	0	0	6	120	6	120
Resolute Bay, N.W.T.	5	343	0	0	5	343
Rupert House, Qué.	0	0	10	200	10	200
Saguenay/Bagotville, Qué.	5	395	2	80	7	475
Salluit, Qué.	0	0	2	40	2	40
Sanikiluaq, N.W.T.	0	0	10	200	10	200
Schefferville, Qué.	6	474	0	0	6	474
Sept-Iles, Qué.	54	4680	33	1045	87	5725
Sioux Lookout, Ont.	0	0	8	160	8	160
St.-Augustin, Qué.	0	0	6	60	6	60

Table B.2 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF FEB. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
St.-Paul, Qué.	0	0	6	60	6	60
Stephenville, Nfld.	2	238	0	0	2	238
Stewart, B.C.	0	0	6	60	6	60
Stony Rapids, Sask.	0	0	4	168	4	168
Tête-à-la-Baleine, Qué.	0	0	6	60	6	60
The Pas, Man.	9	807	2	116	11	923
Thompson, Man.	12	944	5	290	17	1234
Thunder Bay, Ont.	0	0	7	140	7	140
Timmins, Ont.	0	0	11	326	11	326
Tuktoyaktuk, N.W.T.	0	0	1	42	1	42
Uranium City, Sask.	3	168	3	126	6	294
Val d'Or, Qué.	11	1120	2	84	13	1204
Vancouver, B.C.	3	357	0	0	3	357
Wabush/Labrador City, Nfld.	22	2218	0	0	22	2218
Watson Lake, Y.T.	13	1547	0	0	13	1547
Wemindji, Qué.	0	0	10	200	10	200
Whitehorse, Y.T.	23	2605	6	252	29	2857
Winisk, Ont.	0	0	1	26	1	26
Winnipeg, Man.	25	2139	48	1271	73	3410
Wollaston Lake, Sask.	0	0	2	84	2	84
Yellowknife, N.W.T.	35	2767	0	0	35	2767
Total	678	66578	683	17862	1361	84440

Table B.3
SCHEDULED CARRIER ACTIVITY
TRANSBORDER SECTOR
FOR WEEK OF FEB. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	109	14789	0	0	109	14789
Edmonton (International), Alta.	47	5731	0	0	47	5731
Halifax, N.S.	7	714	0	0	7	714
Hamilton, Ont.	11	1309	0	0	11	1309
Kingston, Ont.	0	0	10	230	10	230
London, Ont.	7	714	0	0	7	714
Montréal (Dorval), Qué.	254	38970	17	255	271	39225
Ottawa, Ont./Hull, Qué.	14	1918	0	0	14	1918
Prince Rupert (Seal Cove), B.C.	0	0	1	10	1	10
Regina, Sask.	0	0	3	126	3	126
Saint John, N.B.	7	714	0	0	7	714
Thunder Bay, Ont.	7	700	6	288	13	988
Toronto (Pearson Int'l), Ont.	470	70372	0	0	470	70372
Vancouver, B.C.	128	19076	0	0	128	19076
Victoria Harbour, B.C.	0	0	8	160	8	160
Victoria, B.C.	7	833	7	350	14	1183
Whitehorse, Y.T.	4	268	0	0	4	268
Winnipeg, Man.	57	7507	0	0	57	7507
Yarmouth, N.S.	7	714	0	0	7	714
Total	1136	164329	52	1419	1188	165748

Table B.4
SCHEDULED CARRIER ACTIVITY
INTERNATIONAL SECTOR
FOR WEEK OF FEB. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	8	2984	0	0	8	2984
Edmonton (International), Alta.	8	2536	0	0	8	2536
Gander, Nfld.	4	820	0	0	4	820
Halifax, N.S.	4	820	0	0	4	820
Montréal (Mirabel), Qué.	173	47451	0	0	173	47451
Toronto (Pearson Int'l), Ont.	135	31809	0	0	135	31809
Vancouver, B.C.	21	7759	0	0	21	7759
Winnipeg, Man.	3	698	0	0	3	698
Total	356	94877	0	0	356	94877

Table B.5
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF FEB. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	4	80	4	80
Akulivik, Qué.	0	0	2	40	2	40
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Asbestos Hill, Qué.	2	112	0	0	2	112
Atikokan, Ont.	0	0	23	460	23	460
Attawapiskat, Ont.	0	0	5	200	5	200
Baie-Comeau, Qué.	7	553	19	800	26	1353
Baie-du-Vieux-Fort, Qué.	0	0	6	60	6	60
Baie-Johan-Beetz, Qué.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	3	174	3	174
Bella Bella, B.C.	0	0	7	70	7	70
Bella Coola, B.C.	0	0	7	70	7	70
Berens River, Man.	0	0	24	348	24	348
Blanc-Sablon, Qué.	0	0	6	150	6	150
Bonaventure, Qué.	0	0	20	300	20	300
Calgary, Alta.	409	53812	89	2570	498	56382
Cambridge Bay, N.W.T.	3	168	0	0	3	168
Campbell River, B.C.	0	0	13	650	13	650
Castlegar, B.C.	19	2261	17	119	36	2380
Chapleau, Ont.	0	0	19	380	19	380
Charlo, N.B.	6	714	20	300	26	1014
Charlottetown, P.E.I.	21	2380	21	840	42	3220
Chatham, N.B.	6	714	0	0	6	714
Chevery, Qué.	0	0	12	300	12	300
Chibougamau, Qué.	0	0	15	360	15	360
Churchill Falls, Nfld.	9	1071	0	0	9	1071
Churchill, Man.	9	763	13	754	22	1517
Comox, B.C.	22	2618	18	360	40	2978
Coral Harbour, N.W.T.	0	0	1	58	1	58
Cranbrook, B.C.	26	3094	11	77	37	3171
Cross Lake, Man.	0	0	12	240	12	240
Dawson City, Y.T.	0	0	4	168	4	168
Dawson Creek, B.C.	12	1428	0	0	12	1428
Deer Lake, Nfld.	38	4522	0	0	38	4522
Dryden, Ont.	25	2359	28	578	53	2937
Duncan, B.C.	0	0	12	240	12	240
Earlton, Ont.	0	0	24	480	24	480
Eastmain River, Qué.	0	0	10	200	10	200
Edmonton (International), Alta.	281	35703	0	0	281	35703
Edmonton (Municipal), Alta.	124	14756	33	940	157	15696
Elliot Lake, Ont.	0	0	29	580	29	580
Eskimo Point, N.W.T.	0	0	4	232	4	232
Flin Flon, Man.	9	807	0	0	9	807
Fort Albany, Ont.	0	0	10	400	10	400
Fort Chipewyan, Alta.	6	336	0	0	6	336
Fort Frances, Ont.	0	0	29	580	29	580
Fort Franklin, N.W.T.	0	0	2	40	2	40
Fort George, Qué.	0	0	10	200	10	200

Table B.5 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF FEB. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Fort Good Hope, N.W.T.	0	0	4	80	4	80
Fort McMurray, Alta.	23	2359	0	0	23	2359
Fort McPherson, N.W.T.	0	0	5	100	5	100
Fort Nelson, B.C.	14	1666	0	0	14	1666
Fort Norman, N.W.T.	0	0	4	80	4	80
Fort Simpson, N.W.T.	4	350	0	0	4	350
Fort Smith, N.W.T.	12	1428	0	0	12	1428
Fort St. John, B.C.	47	5684	0	0	47	5684
Fredericton, N.B.	49	5355	7	280	56	5635
Gagnon, Qué.	7	553	1	40	8	593
Gander, Nfld.	53	6532	0	0	53	6532
Gaspé, Qué.	0	0	22	680	22	680
Gethsémani, Qué.	0	0	6	60	6	60
Gillam, Man.	5	463	2	116	7	579
Gillies Bay, B.C.	0	0	36	720	36	720
Gods Lake Narrows, Man.	0	0	24	348	24	348
Gods River, Man.	0	0	6	120	6	120
Goose Bay, Nfld.	17	1834	0	0	17	1834
Grand Forks, B.C.	0	0	3	21	3	21
Grande Prairie, Alta.	28	3332	11	330	39	3662
Halifax, N.S.	195	24210	27	1080	222	25290
Hall Beach, N.W.T.	3	231	1	26	4	257
Hamilton, Ont.	44	5236	2	84	46	5320
Hay River, N.W.T.	18	2142	0	0	18	2142
High Level, Alta.	6	714	0	0	6	714
Iles-de-la-Madeleine, Qué.	0	0	14	560	14	560
Inoucdjouac, Qué.	0	0	12	240	12	240
Inuvik, N.W.T.	8	448	12	350	20	798
Iqaluit (Frobisher Bay), N.W.T.	11	616	1	26	12	642
Island Lake, Man.	0	0	12	240	12	240
Ivujivik, Qué.	0	0	2	40	2	40
Kamloops, B.C.	38	4522	40	657	78	5179
Kapuskasing, Ont.	0	0	23	460	23	460
Kashechewan, Ont.	0	0	6	240	6	240
Kégashka, Qué.	0	0	6	60	6	60
Kelowna, B.C.	45	5355	46	634	91	5989
Kenora, Ont.	0	0	26	532	26	532
Kingston, Ont.	0	0	45	1035	45	1035
Kirkland Lake, Ont.	0	0	19	380	19	380
Kuujuaq (Fort Chimo), Qué.	6	336	0	0	6	336
Kuujuarapik (Poste-Baleine), Qué	3	168	12	240	15	408
La Grande, Qué.	13	1347	2	84	15	1431
La Ronge, Sask.	0	0	10	420	10	420
La Tabatière, Qué.	0	0	6	60	6	60
Lethbridge, Alta.	0	0	48	1390	48	1390
Little Grand Rapids, Man.	0	0	12	240	12	240
London, Ont.	28	2856	89	4450	117	7306
Lynn Lake, Man.	2	150	0	0	2	150

Table B.5 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF FEB. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Masset, B.C.	0	0	33	330	33	330
Matagami, Qué.	0	0	7	240	7	240
Mayo, Y.T.	0	0	5	210	5	210
Medicine Hat, Alta.	0	0	29	870	29	870
Mingan, Qué.	0	0	15	510	15	510
Moncton, N.B.	35	3808	14	560	49	4368
Mont-Joli, Qué.	27	2133	42	1210	69	3343
Montréal (Dorval), Qué.	724	95894	64	2033	788	97927
Montréal (Mirabel), Qué.	188	48958	35	1018	223	49976
Moosonee, Ont.	0	0	22	652	22	652
Namu, B.C.	0	0	7	70	7	70
Nanaimo Harbour, B.C.	0	0	31	620	31	620
Nanaimo, B.C.	0	0	98	1400	98	1400
Nanisivik, N.W.T.	2	112	0	0	2	112
Natashquan, Qué.	0	0	12	390	12	390
Norman Wells, N.W.T.	7	392	4	80	11	472
North Bay, Ont.	42	4284	48	1020	90	5304
Norway House, Man.	0	0	17	530	17	530
Ocean Falls, B.C.	0	0	7	70	7	70
Ottawa, Ont./Hull, Qué.	336	35565	63	1779	399	37344
Oxford House, Man.	0	0	18	294	18	294
Peace River, Alta.	12	1428	0	0	12	1428
Pembroke, Ont.	0	0	8	208	8	208
Penticton, B.C.	50	5950	15	261	65	6211
Peterborough, Ont.	0	0	30	1230	30	1230
Pickle Lake, Ont.	0	0	10	200	10	200
Port Hardy, B.C.	11	1309	0	0	11	1309
Port-Menier, Qué.	0	0	6	90	6	90
Povungnituk, Qué.	0	0	9	180	9	180
Powell River, B.C.	0	0	31	1010	31	1010
Prince Albert, Sask.	0	0	15	630	15	630
Prince George, B.C.	52	6539	22	440	74	6979
Prince Rupert (Seal Cove), B.C.	0	0	50	500	50	500
Prince Rupert, B.C.	14	1666	56	610	70	2276
Québec, Qué.	127	11377	68	2560	195	13937
Quesnel, B.C.	6	714	10	200	16	914
Rankin Inlet, N.W.T.	0	0	8	464	8	464
Red Deer, Alta.	0	0	10	200	10	200
Red Lake, Ont.	0	0	13	299	13	299
Red Sucker Lake, Man.	0	0	6	120	6	120
Regina, Sask.	82	9085	18	756	100	9841
Resolute Bay, N.W.T.	5	343	0	0	5	343
Rivière-du-Loup, Qué.	0	0	10	150	10	150
Roberval, Qué.	0	0	10	150	10	150
Rouyn/Noranda, Qué.	13	1326	6	240	19	1566
Rupert House, Qué.	0	0	10	200	10	200
Saguenay/Bagotville, Qué.	27	2333	20	550	47	2883
Saint John, N.B.	70	7616	14	560	84	8176

Table B.5 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF FEB. 15-21, 1978

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Salluit, Qué.	0	0	2	40	2	40
Sandspit, B.C.	7	833	21	210	28	1043
Sanikiluaq, N.W.T.	0	0	10	200	10	200
Sarnia, Ont.	0	0	31	1550	31	1550
Saskatoon, Sask.	83	8676	25	1050	108	9726
Sault Ste. Marie, Ont.	42	4364	35	700	77	5064
Schefferville, Qué.	6	474	0	0	6	474
Sept-Iles, Qué.	54	4680	33	1045	87	5725
Sioux Lookout, Ont.	0	0	8	160	8	160
Smithers, B.C.	7	833	10	200	17	1033
St. John's, Nfld.	69	8473	0	0	69	8473
St.-Augustin, Qué.	0	0	6	60	6	60
St.-Paul, Qué.	0	0	6	60	6	60
Stephenville, Nfld.	25	2856	0	0	25	2856
Stewart, B.C.	0	0	6	60	6	60
Stony Rapids, Sask.	0	0	4	168	4	168
Sudbury, Ont.	41	3874	47	970	88	4844
Sydney/Glace Bay, N.S.	35	3927	6	240	41	4167
Tahsis, B.C.	0	0	7	70	7	70
Terrace/Kitimat, B.C.	14	1666	10	200	24	1866
Tête-à-la-Baleine, Qué.	0	0	6	60	6	60
The Pas, Man.	9	807	2	116	11	923
Thompson, Man.	12	944	5	290	17	1234
Thunder Bay, Ont.	87	8907	28	728	115	9635
Timmins, Ont.	21	2142	59	1286	80	3428
Tofino, B.C.	0	0	7	70	7	70
Toronto (Pearson Int'l), Ont.	1252	196044	93	4458	1345	200502
Tuktoyaktuk, N.W.T.	0	0	1	42	1	42
Uranium City, Sask.	3	168	3	126	6	294
Val d'Or, Qué.	45	4535	21	723	66	5258
Vancouver Harbour, B.C.	0	0	104	2080	104	2080
Vancouver, B.C.	527	78005	153	3050	680	81055
Victoria Harbour, B.C.	0	0	69	1380	69	1380
Victoria, B.C.	70	8274	14	700	84	8974
Wabush/Labrador City, Nfld.	22	2218	0	0	22	2218
Watson Lake, Y.T.	13	1547	0	0	13	1547
Wawa, Ont.	0	0	17	340	17	340
Wemindji, Qué.	0	0	10	200	10	200
Whitehorse, Y.T.	27	2873	6	252	33	3125
Williams Lake, B.C.	6	714	22	440	28	1154
Windsor, Ont.	52	5381	0	0	52	5381
Winiak, Ont.	0	0	1	26	1	26
Winnipeg, Man.	327	41598	50	1317	377	42915
Wollaston Lake, Sask.	0	0	2	84	2	84
Yarmouth, N.S.	14	1428	0	0	14	1428
Yellowknife, N.W.T.	35	2767	0	0	35	2767

Table B.5 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF FEB. 15-21, 1978

City / Airport	<u>Jet</u>		<u>Non-Jet</u>		<u>Total</u>	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Total	6448	845898	3158	81406	9606	927304

Table B.6
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF FEB. 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Atikokan, Ont.	0	0	24	480	24	480
Baie-Comeau, Qué.	15	1745	36	386	51	2131
Bonaventure, Qué.	0	0	7	105	7	105
Brandon, Man.	12	1428	0	0	12	1428
Brockville, Ont.	0	0	20	300	20	300
Calgary, Alta.	436	59756	88	3650	524	63406
Campbell River, B.C.	19	2261	33	1650	52	3911
Castlegar, B.C.	12	1428	6	300	18	1728
Chapleau, Ont.	0	0	7	140	7	140
Charlo, N.B.	6	714	0	0	6	714
Charlottetown, P.E.I.	15	1666	19	760	34	2426
Chatham, N.B.	6	714	0	0	6	714
Chibougamau, Qué.	0	0	5	210	5	210
Cochrane, Ont.	0	0	17	312	17	312
Cold Lake, Alta.	0	0	17	255	17	255
Comox, B.C.	7	833	27	1350	34	2183
Cranbrook, B.C.	36	4284	0	0	36	4284
Dauphin, Man.	0	0	15	135	15	135
Deer Lake, Nfld.	12	1428	11	440	23	1868
Delta, B.C.	0	0	61	366	61	366
Dolbeau, Qué.	0	0	10	420	10	420
Dryden, Ont.	26	3094	23	404	49	3498
Earlton, Ont.	0	0	24	480	24	480
Edmonton (International), Alta.	173	22693	0	0	173	22693
Edmonton (Municipal), Alta.	122	14348	30	1219	152	15567
Elliot Lake, Ont.	0	0	26	460	26	460
Forestville, Qué.	0	0	2	12	2	12
Fort Frances, Ont.	0	0	19	380	19	380
Fredericton, N.B.	29	3213	23	795	52	4008
Gander, Nfld.	22	2499	11	440	33	2939
Gaspé, Qué.	0	0	19	760	19	760
Gatineau/Hull, Qué.	0	0	11	165	11	165
Geraldton, Ont.	0	0	17	340	17	340
Gillies Bay, B.C.	0	0	2	20	2	20
Halifax, N.S.	196	24004	62	2480	258	26484
Hamilton, Ont.	0	0	22	924	22	924
Hornepayne, Ont.	0	0	12	240	12	240
Iles-de-la-Madeleine, Qué.	0	0	16	640	16	640
Kamloops, B.C.	32	3808	34	1340	66	5148
Kapuskasing, Ont.	0	0	18	360	18	360
Kelowna, B.C.	84	9996	37	1490	121	11486
Kenora, Ont.	0	0	29	495	29	495
Kingston, Ont.	0	0	46	715	46	715
Kirkland Lake, Ont.	0	0	12	240	12	240
Lethbridge, Alta.	0	0	52	2600	52	2600
Lloydminster, Alta.	0	0	46	968	46	968
London, Ont.	14	1428	82	4100	96	5528
Manitouwadge, Ont.	0	0	5	200	5	200

Table B.6 (cont.)
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF FEB. 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Marathon, Ont.	0	0	10	400	10	400
Masset, B.C.	0	0	12	120	12	120
Matagami, Qué.	0	0	6	120	6	120
Matane, Qué.	0	0	3	18	3	18
Medicine Hat, Alta.	0	0	25	1250	25	1250
Minaki, Ont.	0	0	4	24	4	24
Moncton, N.B.	27	2754	25	1000	52	3754
Mont-Joli, Qué.	16	1824	25	553	41	2377
Montréal (Dorval), Qué.	494	61517	57	1963	551	63480
Montréal (Mirabel), Qué.	1	119	14	560	15	679
Nanaimo Harbour, B.C.	0	0	10	200	10	200
Nanaimo, B.C.	0	0	122	2568	122	2568
North Battleford, Sask.	0	0	11	165	11	165
North Bay, Ont.	38	3876	63	1374	101	5250
Ottawa, Ont./Hull, Qué.	279	33932	117	4036	396	37968
Parry Sound, Ont.	0	0	3	30	3	30
Pembroke, Ont.	0	0	35	245	35	245
Penticton, B.C.	37	4403	6	120	43	4523
Peterborough, Ont.	0	0	24	552	24	552
Port Hardy, B.C.	6	714	13	650	19	1364
Powell River, B.C.	0	0	19	860	19	860
Prince Albert, Sask.	0	0	22	509	22	509
Prince George, B.C.	40	4560	6	120	46	4680
Prince Rupert, B.C.	14	1526	19	190	33	1716
Qualicum, B.C.	0	0	28	196	28	196
Québec, Qué.	110	11391	26	390	136	11781
Quesnel, B.C.	6	714	17	490	23	1204
Regina, Sask.	76	9642	32	1091	108	10733
Rimouski, Qué.	0	0	22	132	22	132
Rouyn/Noranda, Qué.	19	1800	3	69	22	1869
Saguenay/Bagotville, Qué.	13	1267	10	150	23	1417
Saint John, N.B.	46	4896	13	520	59	5416
Sandspit, B.C.	7	833	7	70	14	903
Sans Souci Island, Ont.	0	0	3	30	3	30
Sarnia, Ont.	0	0	26	1300	26	1300
Saskatoon, Sask.	69	9296	66	1875	135	11171
Sault Ste. Marie, Ont.	52	5984	25	500	77	6484
Smithers, B.C.	7	833	0	0	7	833
St. John's, Nfld.	67	8222	28	1120	95	9342
St.-Léonard, N.B.	0	0	10	150	10	150
Stephenville, Nfld.	15	1547	12	480	27	2027
Sudbury, Ont.	31	3162	66	1788	97	4950
Sydney/Glace Bay, N.S.	23	2516	13	520	36	3036
Terrace Bay, Ont.	0	0	12	240	12	240
Terrace/Kitimat, B.C.	26	2954	0	0	26	2954
Thunder Bay, Ont.	85	9734	34	625	119	10359
Timmins, Ont.	19	1938	47	1158	66	3096
Toronto (Buttonville), Ont.	0	0	15	250	15	250

Table B.6 (cont.)
SCHEDULED CARRIER ACTIVITY
SOUTHERN DOMESTIC SECTOR
FOR WEEK OF FEB. 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Toronto (Island), Ont.	0	0	13	299	13	299
Toronto (Pearson Int'l), Ont.	842	117728	188	6037	1030	123765
Trenton/Belleville, Ont.	0	0	30	500	30	500
Val d'Or, Qué.	29	2675	10	231	39	2906
Vancouver Harbour, B.C.	0	0	64	1280	64	1280
Vancouver, B.C.	492	66076	341	10352	833	76428
Victoria Harbour, B.C.	0	0	54	1080	54	1080
Victoria, B.C.	41	5000	200	5524	241	10524
Wawa, Ont.	0	0	20	400	20	400
Williams Lake, B.C.	6	714	17	490	23	1204
Windsor, Ont.	47	5366	0	0	47	5366
Winnipeg, Man.	240	29087	22	294	262	29381
Yarmouth, N.S.	7	714	0	0	7	714
Yorkton, Sask.	0	0	17	273	17	273
Total	4601	580654	3225	91057	7826	671711

Table B.7
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF FEB. 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	9	135	9	135
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Attawapiskat, Ont.	0	0	11	304	11	304
Baie-Comeau, Qué.	1	79	10	60	11	139
Baie-Johan-Beetz, Que.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	9	300	9	300
Berens River, Man.	0	0	14	126	14	126
Big Trout Lake, Ont.	0	0	15	198	15	198
Blanc-Sablon, Qué.	0	0	5	200	5	200
Broughton Island, N.W.T.	0	0	4	160	4	160
Cambridge Bay, N.W.T.	2	112	8	182	10	294
Cape Dorset, N.W.T.	0	0	3	120	3	120
Chesterfield Inlet, N.W.T.	0	0	2	40	2	40
Chetwynd, B.C.	0	0	10	60	10	60
Chevery, Qué.	0	0	25	550	25	550
Chisasibi, Qué.	0	0	9	180	9	180
Churchill Falls, Nfld.	2	238	0	0	2	238
Churchill, Man.	3	357	10	380	13	737
Clyde River, N.W.T.	0	0	4	160	4	160
Cochrane, Ont.	0	0	4	38	4	38
Coppermine, N.W.T.	0	0	7	168	7	168
Coral Harbour, N.W.T.	0	0	3	120	3	120
Cross Lake, Man.	0	0	6	139	6	139
Dawson City, Y.T.	0	0	4	76	4	76
Dawson Creek, B.C.	14	1666	12	180	26	1846
Deer Lake, Nfld.	5	595	0	0	5	595
Eastmain River, Qué.	0	0	12	240	12	240
Edmonton (International), Alta.	37	3537	0	0	37	3537
Edmonton (Municipal), Alta.	15	1785	46	2234	61	4019
Eskimo Point, N.W.T.	0	0	10	360	10	360
Flin Flon, Man.	5	595	0	0	5	595
Fort Albany, Ont.	0	0	12	480	12	480
Fort Chipewyan, Alta.	0	0	5	240	5	240
Fort Hope, Ont.	0	0	10	200	10	200
Fort McMurray, Alta.	15	1785	10	480	25	2265
Fort McPherson, N.W.T.	0	0	9	135	9	135
Fort Nelson, B.C.	9	981	8	72	17	1053
Fort Severn, Ont.	0	0	5	30	5	30
Fort Simpson, N.W.T.	1	119	10	140	11	259
Fort Smith, N.W.T.	12	1428	0	0	12	1428
Fort St. John, B.C.	38	4142	16	150	54	4292
Gagnon, Qué.	5	595	0	0	5	595
Gaspé, Qué.	0	0	1	40	1	40
Geraldton, Ont.	0	0	5	100	5	100
Gethsémani, Qué.	0	0	10	100	10	100
Gillam, Man.	6	714	0	0	6	714
Gjoa Haven, N.W.T.	0	0	7	98	7	98
Gods Lake Narrows, Man.	0	0	3	78	3	78

Table B.7 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF FEB. 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Gods River, Man.	0	0	2	52	2	52
Goose Bay, Nfld.	13	1421	0	0	13	1421
Grande Prairie, Alta.	15	1635	18	890	33	2525
Halifax, N.S.	2	112	0	0	2	112
Hall Beach, N.W.T.	2	112	7	134	9	246
Havre-St.-Pierre, Qué.	0	0	17	590	17	590
Hay River, N.W.T.	12	1428	0	0	12	1428
High Level, Alta.	0	0	6	288	6	288
Holman Island, N.W.T.	0	0	2	28	2	28
Igloolik, N.W.T.	0	0	6	120	6	120
Inuvik, N.W.T.	11	679	45	699	56	1378
Iqaluit (Frobisher Bay), N.W.T.	13	728	10	398	23	1126
Island Lake, Man.	0	0	12	278	12	278
Kapuskasing, Ont.	0	0	1	40	1	40
Kasabonika, Ont.	0	0	6	90	6	90
Kashechewan, Ont.	0	0	12	480	12	480
Kégashka, Qué.	0	0	10	100	10	100
Kenora, Ont.	0	0	23	405	23	405
Kuuujuaq (Fort Chimo), Qué.	9	504	0	0	9	504
Kuuujuarapik (Poste-Baleine), Qué	5	280	3	60	8	340
La Grande, Qué.	10	560	0	0	10	560
La Ronge, Sask.	0	0	10	420	10	420
La Tabatière, Qué.	0	0	10	100	10	100
Lake Harbour, N.W.T.	0	0	1	20	1	20
Lansdowne House, Ont.	0	0	10	200	10	200
Little Grand Rapids, Man.	0	0	2	18	2	18
Matagami, Qué.	0	0	6	120	6	120
Mayo, Y.T.	0	0	3	57	3	57
Mont-Joli, Qué.	0	0	6	240	6	240
Montréal (Dorval), Qué.	7	392	0	0	7	392
Moosonee, Ont.	0	0	26	730	26	730
Nanisivik, N.W.T.	2	112	1	20	3	132
Natashquan, Qué.	0	0	18	570	18	570
Negginan, Man.	0	0	7	63	7	63
Norman Wells, N.W.T.	18	1134	5	85	23	1219
Norway House, Man.	0	0	13	287	13	287
Old Crow, Y.T.	0	0	7	133	7	133
Ottawa, Ont./Hull, Qué.	1	56	0	0	1	56
Oxford House, Man.	0	0	3	78	3	78
Pangnirtung, N.W.T.	0	0	5	200	5	200
Peace River, Alta.	0	0	22	1056	22	1056
Pelly Bay (Town Site), N.W.T.	0	0	2	40	2	40
Pelly Bay, N.W.T.	0	0	3	42	3	42
Pickle Lake, Ont.	0	0	4	80	4	80
Pond Inlet, N.W.T.	0	0	4	120	4	120
Port-Menier, Qué.	0	0	5	75	5	75
Prince Albert, Sask.	0	0	5	210	5	210
Prince George, B.C.	18	2062	11	120	29	2182

Table B.7 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF FEB. 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Prince Rupert, B.C.	0	0	8	80	8	80
Québec, Qué.	20	1895	0	0	20	1895
Rainbow Lake, Alta.	0	0	5	240	5	240
Rankin Inlet, N.W.T.	0	0	22	854	22	854
Red Lake, Ont.	0	0	19	422	19	422
Red Sucker Lake, Man.	0	0	2	52	2	52
Repulse Bay, N.W.T.	0	0	3	100	3	100
Resolute Bay, N.W.T.	4	224	0	0	4	224
Round Lake, Ont.	0	0	6	90	6	90
Rupert House, Qué.	0	0	18	360	18	360
Sachs Harbour, N.W.T.	0	0	4	60	4	60
Saguenay/Bagotville, Qué.	0	0	2	30	2	30
Sandy Lake, Ont.	0	0	6	90	6	90
Schefferville, Qué.	0	0	15	225	15	225
Sept-Iles, Qué.	27	2671	32	765	59	3436
Sioux Lookout, Ont.	0	0	34	510	34	510
Spence Bay, N.W.T.	0	0	6	84	6	84
St. Theresa Point, Man.	0	0	12	278	12	278
St.-Augustin, Qué.	0	0	5	200	5	200
Stephenville, Nfld.	1	119	0	0	1	119
Stewart, B.C.	0	0	5	50	5	50
Stony Rapids, Sask.	0	0	5	210	5	210
Tête-à-la-Baleine, Qué.	0	0	10	100	10	100
The Pas, Man.	6	714	0	0	6	714
Thompson, Man.	10	1190	1	40	11	1230
Thunder Bay, Ont.	0	0	15	245	15	245
Timmins, Ont.	0	0	6	240	6	240
Tuktoyaktuk, N.W.T.	0	0	26	390	26	390
Tumbler Ridge, B.C.	0	0	10	60	10	60
Uranium City, Sask.	0	0	3	126	3	126
Val d'Or, Qué.	6	336	0	0	6	336
Vancouver, B.C.	8	872	0	0	8	872
Wabush/Labrador City, Nfld.	14	1586	15	225	29	1811
Watson Lake, Y.T.	3	327	6	36	9	363
Webequie, Ont.	0	0	5	100	5	100
Wemindji, Qué.	0	0	12	240	12	240
Whale Cove, N.W.T.	0	0	2	40	2	40
Whitehorse, Y.T.	11	1219	16	265	27	1484
Winisk, Ont.	0	0	5	64	5	64
Winnipeg, Man.	15	1785	39	960	54	2745
Wollaston Lake, Sask.	0	0	2	84	2	84
Wrigley, N.W.T.	0	0	4	56	4	56
Yellowknife, N.W.T.	30	2310	21	620	51	2930

Table B.7 (cont.)
SCHEDULED CARRIER ACTIVITY
NORTHERN DOMESTIC SECTOR
FOR WEEK OF FEB. 15-21, 1985

City / Airport	<u>Jet</u>		<u>Non-Jet</u>		<u>Total</u>	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Total	463	45191	1145	27440	1608	72631

Table B.8
SCHEDULED CARRIER ACTIVITY
TRANSBORDER SECTOR
FOR WEEK OF FEB. 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	122	15999	1	20	123	16019
Edmonton (International), Alta.	54	7247	0	0	54	7247
Hamilton, Ont.	0	0	16	288	16	288
Kingston, Ont.	0	0	10	200	10	200
London, Ont.	0	0	17	850	17	850
Montréal (Dorval), Qué.	224	36172	45	1070	269	37242
Montréal (Mirabel), Qué.	3	357	0	0	3	357
Ottawa, Ont./Hull, Qué.	57	5792	17	690	74	6482
Québec, Qué.	0	0	3	45	3	45
Regina, Sask.	14	1484	0	0	14	1484
Saint John, N.B.	7	714	0	0	7	714
Saskatoon, Sask.	7	742	0	0	7	742
Thunder Bay, Ont.	0	0	12	180	12	180
Toronto (Pearson Int'l), Ont.	528	76024	114	3198	642	79222
Vancouver, B.C.	128	17803	34	387	162	18190
Victoria, B.C.	0	0	40	606	40	606
Whitehorse, Y.T.	0	0	3	57	3	57
Winnipeg, Man.	41	5372	0	0	41	5372
Yarmouth, N.S.	7	714	0	0	7	714
Total	1192	168420	312	7591	1504	176011

Table B.9
SCHEDULED CARRIER ACTIVITY
INTERNATIONAL SECTOR
FOR WEEK OF FEB. 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Calgary, Alta.	10	2916	0	0	10	2916
Edmonton (International), Alta.	8	2282	0	0	8	2282
Gander, Nfld.	2	576	0	0	2	576
Halifax, N.S.	7	2102	3	120	10	2222
Iqaluit (Frobisher Bay), N.W.T.	0	0	1	40	1	40
Montréal (Mirabel), Qué.	131	38087	0	0	131	38087
Toronto (Pearson Int'l), Ont.	113	31203	0	0	113	31203
Vancouver, B.C.	28	10133	0	0	28	10133
Winnipeg, Man.	3	950	0	0	3	950
Total	302	88249	4	160	306	88409

Table B.10
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF FEB. 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Aklavik, N.W.T.	0	0	9	135	9	135
Alice Arm/Kitsault, B.C.	0	0	3	30	3	30
Atikokan, Ont.	0	0	24	480	24	480
Attawapiskat, Ont.	0	0	11	304	11	304
Baie-Comeau, Qué.	16	1824	46	446	62	2270
Baie-Johan-Beetz, Que.	0	0	3	30	3	30
Baker Lake, N.W.T.	0	0	9	300	9	300
Berens River, Man.	0	0	14	126	14	126
Big Trout Lake, Ont.	0	0	15	198	15	198
Blanc-Sablon, Qué.	0	0	5	200	5	200
Bonaventure, Qué.	0	0	7	105	7	105
Brandon, Man.	12	1428	0	0	12	1428
Brockville, Ont.	0	0	20	300	20	300
Broughton Island, N.W.T.	0	0	4	160	4	160
Calgary, Alta.	568	78671	89	3670	657	82341
Cambridge Bay, N.W.T.	2	112	8	182	10	294
Campbell River, B.C.	19	2261	33	1650	52	3911
Cape Dorset, N.W.T.	0	0	3	120	3	120
Castlegar, B.C.	12	1428	6	300	18	1728
Chapleau, Ont.	0	0	7	140	7	140
Charlo, N.B.	6	714	0	0	6	714
Charlottetown, P.E.I.	15	1666	19	760	34	2426
Chatham, N.B.	6	714	0	0	6	714
Chesterfield Inlet, N.W.T.	0	0	2	40	2	40
Chetwynd, B.C.	0	0	10	60	10	60
Chevery, Qué.	0	0	25	550	25	550
Chibougamau, Qué.	0	0	5	210	5	210
Chisasibi, Qué.	0	0	9	180	9	180
Churchill Falls, Nfld.	2	238	0	0	2	238
Churchill, Man.	3	357	10	380	13	737
Clyde River, N.W.T.	0	0	4	160	4	160
Cochrane, Ont.	0	0	21	350	21	350
Cold Lake, Alta.	0	0	17	255	17	255
Comox, B.C.	7	833	27	1350	34	2183
Coppermine, N.W.T.	0	0	7	168	7	168
Coral Harbour, N.W.T.	0	0	3	120	3	120
Cranbrook, B.C.	36	4284	0	0	36	4284
Cross Lake, Man.	0	0	6	139	6	139
Dauphin, Man.	0	0	15	135	15	135
Dawson City, Y.T.	0	0	4	76	4	76
Dawson Creek, B.C.	14	1666	12	180	26	1846
Deer Lake, Nfld.	17	2023	11	440	28	2463
Delta, B.C.	0	0	61	366	61	366
Dolbeau, Qué.	0	0	10	420	10	420
Dryden, Ont.	26	3094	23	404	49	3498
Earlton, Ont.	0	0	24	480	24	480
Eastmain River, Qué.	0	0	12	240	12	240
Edmonton (International), Alta.	272	35759	0	0	272	35759

Table B.10 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF FEB. 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Edmonton (Municipal), Alta.	137	16133	76	3453	213	19586
Elliot Lake, Ont.	0	0	26	460	26	460
Eskimo Point, N.W.T.	0	0	10	360	10	360
Flin Flon, Man.	5	595	0	0	5	595
Forestville, Qué.	0	0	2	12	2	12
Fort Albany, Ont.	0	0	12	480	12	480
Fort Chipewyan, Alta.	0	0	5	240	5	240
Fort Frances, Ont.	0	0	19	380	19	380
Fort Hope, Ont.	0	0	10	200	10	200
Fort McMurray, Alta.	15	1785	10	480	25	2265
Fort McPherson, N.W.T.	0	0	9	135	9	135
Fort Nelson, B.C.	9	981	8	72	17	1053
Fort Severn, Ont.	0	0	5	30	5	30
Fort Simpson, N.W.T.	1	119	10	140	11	259
Fort Smith, N.W.T.	12	1428	0	0	12	1428
Fort St. John, B.C.	38	4142	16	150	54	4292
Fredericton, N.B.	29	3213	23	795	52	4008
Gagnon, Qué.	5	595	0	0	5	595
Gander, Nfld.	24	3075	11	440	35	3515
Gaspé, Qué.	0	0	20	800	20	800
Gatineau/Hull, Qué.	0	0	11	165	11	165
Geraldton, Ont.	0	0	22	440	22	440
Gethsémani, Qué.	0	0	10	100	10	100
Gillam, Man.	6	714	0	0	6	714
Gillies Bay, B.C.	0	0	2	20	2	20
Gjoa Haven, N.W.T.	0	0	7	98	7	98
Goda Lake Narrows, Man.	0	0	3	78	3	78
Goda River, Man.	0	0	2	52	2	52
Goose Bay, Nfld.	13	1421	0	0	13	1421
Grande Prairie, Alta.	15	1635	18	890	33	2525
Halifax, N.S.	205	26218	65	2600	270	28818
Hall Beach, N.W.T.	2	112	7	134	9	246
Hamilton, Ont.	0	0	38	1212	38	1212
Havre-St.-Pierre, Qué.	0	0	17	590	17	590
Hay River, N.W.T.	12	1428	0	0	12	1428
High Level, Alta.	0	0	6	288	6	288
Holman Island, N.W.T.	0	0	2	28	2	28
Hornepayne, Ont.	0	0	12	240	12	240
Igloolik, N.W.T.	0	0	6	120	6	120
Iles-de-la-Madeleine, Qué.	0	0	16	640	16	640
Inuvik, N.W.T.	11	679	45	699	56	1378
Iqaluit (Frobisher Bay), N.W.T.	13	728	11	438	24	1166
Island Lake, Man.	0	0	12	278	12	278
Kamloops, B.C.	32	3808	34	1340	66	5148
Kapuskasing, Ont.	0	0	19	400	19	400
Kasabonika, Ont.	0	0	6	90	6	90
Kashechewan, Ont.	0	0	12	480	12	480
Kégashka, Qué.	0	0	10	100	10	100

Table B.10 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF FEB. 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Kelowna, B.C.	84	9996	37	1490	121	11486
Kenora, Ont.	0	0	52	900	52	900
Kingston, Ont.	0	0	56	915	56	915
Kirkland Lake, Ont.	0	0	12	240	12	240
Kuuujuaq (Fort Chimo), Qué.	9	504	0	0	9	504
Kuujuarapik(Poste-Baleine), Qué	5	280	3	60	8	340
La Grande, Qué.	10	560	0	0	10	560
La Ronge, Sask.	0	0	10	420	10	420
La Tabatière, Qué.	0	0	10	100	10	100
Lake Harbour, N.W.T.	0	0	1	20	1	20
Lansdowne House, Ont.	0	0	10	200	10	200
Lethbridge, Alta.	0	0	52	2600	52	2600
Little Grand Rapids, Man.	0	0	2	18	2	18
Lloydminster, Alta.	0	0	46	968	46	968
London, Ont.	14	1428	99	4950	113	6378
Manitouwadge, Ont.	0	0	5	200	5	200
Marathon, Ont.	0	0	10	400	10	400
Masset, B.C.	0	0	12	120	12	120
Matagami, Qué.	0	0	12	240	12	240
Matane, Qué.	0	0	3	18	3	18
Mayo, Y.T.	0	0	3	57	3	57
Medicine Hat, Alta.	0	0	25	1250	25	1250
Minaki, Ont.	0	0	4	24	4	24
Moncton, N.B.	27	2754	25	1000	52	3754
Mont-Joli, Qué.	16	1824	31	793	47	2617
Montréal (Dorval), Qué.	725	98081	102	3033	827	101114
Montréal (Mirabel), Qué.	135	38563	14	560	149	39123
Moosonee, Ont.	0	0	26	730	26	730
Nanaimo Harbour, B.C.	0	0	10	200	10	200
Nanaimo, B.C.	0	0	122	2568	122	2568
Nanisivik, N.W.T.	2	112	1	20	3	132
Natashquan, Qué.	0	0	18	570	18	570
Negginan, Man.	0	0	7	63	7	63
Norman Wells, N.W.T.	18	1134	5	85	23	1219
North Battleford, Sask.	0	0	11	165	11	165
North Bay, Ont.	38	3876	63	1374	101	5250
Norway House, Man.	0	0	13	287	13	287
Old Crow, Y.T.	0	0	7	133	7	133
Ottawa, Ont./Hull, Qué.	337	39780	134	4726	471	44506
Oxford House, Man.	0	0	3	78	3	78
Pangnirtung, N.W.T.	0	0	5	200	5	200
Parry Sound, Ont.	0	0	3	30	3	30
Peace River, Alta.	0	0	22	1056	22	1056
Pelly Bay (Town Site), N.W.T.	0	0	2	40	2	40
Pelly Bay, N.W.T.	0	0	3	42	3	42
Pembroke, Ont.	0	0	35	245	35	245
Penticton, B.C.	37	4403	6	120	43	4523
Peterborough, Ont.	0	0	24	552	24	552



VOL. 1, NO. 3, JUILLET 1985
SUIVI DU TRANSPORT AÉRIEN

Veillez trouver ci-joint Le suivi du transport aérien (volume 1, numéro 3, juillet 1985) qui a été effectué par la Direction de la recherche de la Commission canadienne des transports. Il vise la collecte et la divulgation d'informations sur les niveaux de service, sur les tarifs aériens et sur les opérations des transporteurs, celles-ci pouvant s'avérer utiles dans l'étude de la concurrence et de la réglementation de l'industrie du transport aérien au Canada. Dans le but d'assurer un suivi le plus pertinent possible, la Direction de la recherche demande des commentaires pour les premiers numéros de ce rapport. La Direction prend actuellement en considération les suggestions faites et sollicite les commentaires des autres personnes pour que ce rapport puisse s'avérer utile.

VOL. 1, NO. 3, JULY 1985
AIR TRANSPORT MONITOR

Attached is a copy of the Air Transport Monitor (Volume 1, Number 3, July 1985) which has been prepared by the Research Branch of the Canadian Transport Commission. It is undertaken with the intent of collecting and disseminating information on service levels, air fares and air carrier operations as may be of assistance to the consideration of competition and regulation in the Canadian air transport industry. In an effort to ensure the most comprehensive monitoring possible the Research Branch is requesting comments on these first issues of the report. The Branch is currently in the process of taking into account suggestions received and would invite the comments of others for whom this report may prove useful.

Directeur exécutif

Richard W. Lake
Executive Director

Table B.10 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF FEB. 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
Pickle Lake, Ont.	0	0	4	80	4	80
Pond Inlet, N.W.T.	0	0	4	120	4	120
Port Hardy, B.C.	6	714	13	650	19	1364
Port-Menier, Qué.	0	0	5	75	5	75
Powell River, B.C.	0	0	19	860	19	860
Prince Albert, Sask.	0	0	27	719	27	719
Prince George, B.C.	58	6622	17	240	75	6862
Prince Rupert, B.C.	14	1526	27	270	41	1796
Qualicum, B.C.	0	0	28	196	28	196
Québec, Qué.	130	13286	29	435	159	13721
Quesnel, B.C.	6	714	17	490	23	1204
Rainbow Lake, Alta.	0	0	5	240	5	240
Rankin Inlet, N.W.T.	0	0	22	854	22	854
Red Lake, Ont.	0	0	19	422	19	422
Red Sucker Lake, Man.	0	0	2	52	2	52
Regina, Sask.	90	11126	32	1091	122	12217
Repulse Bay, N.W.T.	0	0	3	100	3	100
Resolute Bay, N.W.T.	4	224	0	0	4	224
Rimouski, Qué.	0	0	22	132	22	132
Round Lake, Ont.	0	0	6	90	6	90
Rouyn/Noranda, Qué.	19	1800	3	69	22	1869
Rupert House, Qué.	0	0	18	360	18	360
Sachs Harbour, N.W.T.	0	0	4	60	4	60
Saguenay/Bagotville, Qué.	13	1267	12	180	25	1447
Saint John, N.B.	53	5610	13	520	66	6130
Sandspit, B.C.	7	833	7	70	14	903
Sandy Lake, Ont.	0	0	6	90	6	90
Sans Souci Island, Ont.	0	0	3	30	3	30
Sarnia, Ont.	0	0	26	1300	26	1300
Saskatoon, Sask.	76	10038	66	1875	142	11913
Sault Ste. Marie, Ont.	52	5984	25	500	77	6484
Schefferville, Qué.	0	0	15	225	15	225
Sept-Iles, Qué.	27	2671	32	765	59	3436
Sioux Lookout, Ont.	0	0	34	510	34	510
Smithers, B.C.	7	833	0	0	7	833
Spence Bay, N.W.T.	0	0	6	84	6	84
St. John's, Nfld.	67	8222	28	1120	95	9342
St. Theresa Point, Man.	0	0	12	278	12	278
St.-Augustin, Qué.	0	0	5	200	5	200
St.-Léonard, N.B.	0	0	10	150	10	150
Stephenville, Nfld.	16	1666	12	480	28	2146
Stewart, B.C.	0	0	5	50	5	50
Stony Rapids, Sask.	0	0	5	210	5	210
Sudbury, Ont.	31	3162	66	1788	97	4950
Sydney/Glace Bay, N.S.	23	2516	13	520	36	3036
Terrace Bay, Ont.	0	0	12	240	12	240
Terrace/Kitimat, B.C.	26	2954	0	0	26	2954
Tête-à-la-Baleine, Qué.	0	0	10	100	10	100

Table B.10 (cont.)
SCHEDULED CARRIER ACTIVITY
ALL SECTORS
FOR WEEK OF FEB. 15-21, 1985

City / Airport	Jet		Non-Jet		Total	
	Dep.	Seats	Dep.	Seats	Dep.	Seats
The Pas, Man.	6	714	0	0	6	714
Thompson, Man.	10	1190	1	40	11	1230
Thunder Bay, Ont.	85	9734	61	1050	146	10784
Timmins, Ont.	19	1938	53	1398	72	3336
Toronto (Buttonville), Ont.	0	0	15	250	15	250
Toronto (Island), Ont.	0	0	13	299	13	299
Toronto (Pearson Int'l), Ont.	1483	224955	302	9235	1785	234190
Trenton/Belleville, Ont.	0	0	30	500	30	500
Tuktoyaktuk, N.W.T.	0	0	26	390	26	390
Tumbler Ridge, B.C.	0	0	10	60	10	60
Uranium City, Sask.	0	0	3	126	3	126
Val d'Or, Qué.	35	3011	10	231	45	3242
Vancouver Harbour, B.C.	0	0	64	1280	64	1280
Vancouver, B.C.	656	94884	375	10739	1031	105623
Victoria Harbour, B.C.	0	0	54	1080	54	1080
Victoria, B.C.	41	5000	240	6130	281	11130
Wabush/Labrador City, Nfld.	14	1586	15	225	29	1811
Watson Lake, Y.T.	3	327	6	36	9	363
Wawa, Ont.	0	0	20	400	20	400
Webequie, Ont.	0	0	5	100	5	100
Wemindji, Qué.	0	0	12	240	12	240
Whale Cove, N.W.T.	0	0	2	40	2	40
Whitehorse, Y.T.	11	1219	19	322	30	1541
Williams Lake, B.C.	6	714	17	490	23	1204
Windsor, Ont.	47	5366	0	0	47	5366
Winisk, Ont.	0	0	5	64	5	64
Winnipeg, Man.	299	37194	61	1254	360	38448
Wollaston Lake, Sask.	0	0	2	84	2	84
Wrigley, N.W.T.	0	0	4	56	4	56
Yarmouth, N.S.	14	1428	0	0	14	1428
Yellowknife, N.W.T.	30	2310	21	620	51	2930
Yorkton, Sask.	0	0	17	273	17	273
Total	6558	882514	4686	126248	11244	1008762

Table B.11

SUMMARY OF SCHEDULED CARRIER ACTIVITY
FOR WEEK OF FEB. 15-21, 1978 AND 1985

	Southern		Northern		Transborder		International		All	
	Domestic Sector		Domestic Sector		Sector		Sector		Sectors	
	Dep.	Seats	Dep.	Seats	Dep.	Seats	Dep.	Seats	Dep.	Seats
1978	6 701	582 239	1 361	84 440	1 188	165 748	356	94 877	9 606	927 304
1985	7 826	671 711	1 608	72 631	1 504	176 011	306	88 409	11 244	1 008 762

Percentage Change in Departures and Seats (Total Jet and Non-jet).

	Southern		Northern		Transborder		International		All	
	Domestic Sector		Domestic Sector		Sector		Sector		Sectors	
	Dep.	Seats	Dep.	Seats	Dep.	Seats	Dep.	Seats	Dep.	Seats
1978-										
1985	+16.79	+15.37	+18.15	-13.99	+26.60	+6.19	-14.04	-6.82	+17.05	+8.78

INDEX OF CONVENIENCE FOR DOMESTIC SCHEDULED SERVICES: NOTES FOR
TABLES B.12-B.14

The index of convenience detailed in Tables B.13 and B.14 is based on a convenience index used in a Civil Aeronautics Board (CAB) study entitled Competition and the Airlines, an Evaluation of Deregulation, (December 1982). The basic assumptions have been modified to reflect the Canadian situation.

Convenience, as measured by this index, is one aspect of the quality of service being provided by air carriers. Basically, the index relates the service offered with the service desired. The concept of convenience, as defined herein, has thus to do with flight times and flight routings and their ability to facilitate passenger journeys between points of origin and points of destination. For passengers, air services are convenient when their preferences concerning departure and arrival times can be satisfied.

This index of convenience is computed using two key variables: the flight duration and the schedule delay. The flight duration is determined by the speed of the aircraft and the routing of the flight, a non-stop flight taking less time. The schedule delay is measured as the difference between the arriving time of the flight and the time at which the traveller wants to arrive. Sometimes, a traveller will have a choice between two flights: one arriving at the desired time but involving one or more connections and, another arriving later than desired but not involving connections. For such situations, when a choice is to be made between the two available flights, it is assumed that travellers are willing to trade-off an hour of schedule delay for 45 minutes saved on the duration of the flight. This assumption was also used by the CAB and the index was found insensitive to small variations in the trade-off.

As noted earlier, the measurement of convenience requires that services offered be related to services demanded. The magnitude of this task given the data requirements and the size of the Canadian domestic network requires that a number of simplifying assumptions be made.

The first assumption relates to the time period considered. The indexes are calculated from the Official Airline Guide's flight listing for the first Monday in June each year. In order to account for both eastbound and westbound flights, the peak periods for arriving flights are defined as between 9:00 to 11:00 hours and 16:00 to 20:00 hours. The index as defined should thus be considered a peak travel index being calculated for peak hour flights during a peak travel period.

The second assumption relates to the underlying demand distribution of the desired arrival times. For purposes of this index, a homogeneous demand distribution is assumed, i.e., hypothetical travellers have desired arrival times spread every 15 minutes throughout the peak period of the day. In the absence of information on the actual and unconstrained distribution, this hypothetical distribution is used as one possible approximation.

The third assumption relates to the selection of domestic routes used as the basis for the computation of the index. From the eight airports

in Canada defined as either large or medium hubs, i.e., Halifax, Montreal, Ottawa, Toronto, Winnipeg, Calgary, Edmonton, and Vancouver, a sample of city pairs was drawn. Specifically, from the 28 possible combinations of cities, 14 were randomly selected. Those city pairs are identified in Table B.12.

Trips on the 14 routes selected were simulated using flights listed in the Official Airline Guide (June edition for the appropriate year). A minimum of 30 minutes is allowed if a connection has to be made on a given route.

The index for one route is the average of the weighted flight duration and schedule delay for all hypothetical passengers on that route during the peak period. The index for the convenience of air services as a whole is the weighted sum of the route indexes, the weights being the size of each route's passenger traffic as a proportion of the total origin and destination (O&D) passenger traffic for the selected routes.

Since each route has a specific length of haul, a second index is computed to remove the distance effect. Because the longer routes, like Toronto-Vancouver, have longer flight durations and consequently higher index values, the index for each route is "deflated" by its great circle distance. By doing so, the total index which is a weighted sum of every route index, is not biased by the length of the routes.

The basic index of convenience is reported in Table B.13, the distance adjusted index in Table B.14. In analyzing these tables it must be borne in mind that the index is a time cost index. When the index grows from one year to another it means that the services are less convenient or more costly in terms of time expenditure. It should, however, be noted that the 1984 indexes are weighted by O&D data for 1983. As the data become available, the indexes for 1984 will be weighted by their respective yearly passenger data as are the other years.

The index reported on in this section forms part of a larger developmental project within the Research Branch. As part of that work, separate indexes are being developed for travel on routes of different lengths of haul and for travel between airports of smaller sizes. In addition, preliminary work is being carried out to design an index incorporating observed load factors on peak period flights as an indication of seat availability. Such an index would include the risk aspect of convenience, i.e., the possibility that a traveller may be denied a seat on the flight of his choice. As these additional indexes become available they will be reported on in this report.

Table B.12

CITY PAIRS USED IN THE CALCULATION OF THE INDEX OF CONVENIENCE

1. Calgary-Montréal	8. Halifax-Ottawa
2. Calgary-Ottawa	9. Halifax-Toronto
3. Calgary-Vancouver	10. Halifax-Winnipeg
4. Calgary-Winnipeg	11. Montréal-Ottawa
5. Edmonton-Halifax	12. Montréal-Toronto
6. Edmonton-Montréal	13. Ottawa-Toronto
7. Edmonton-Ottawa	14. Toronto-Vancouver

Table B.13

INDEX OF CONVENIENCE (UNADJUSTED)
FOR A SAMPLE OF SERVICES BETWEEN THE LARGEST EIGHT
HUB AIRPORTS IN CANADA

<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983^R</u>	<u>1984^R</u>
95.1	102.0	100.0	104.5	103.2	102.9	106.5	99.8	103.0

Table B.14

INDEX OF CONVENIENCE WITH DISTANCE FACTOR
FOR A SAMPLE OF SERVICES BETWEEN THE LARGEST EIGHT
HUB AIRPORTS IN CANADA

<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983^R</u>	<u>1984^R</u>
98.7	105.4	100.0	97.7	96.2	93.2	94.4	93.8	94.6

Note: ^R The 1983 and 1984 indexes are weighted by 1983 annual O&D data. In the previous issue, the 1983 and 1984 indexes were weighted by O&D data for the first three quarters of 1983.

PART C

P R I C I N G

This part of the report presents information relative to pricing in both the Canadian and U.S. domestic markets.

Table C.1 details movements in the Canadian domestic economy fare index by length of haul. The index is developed using the Air Canada fare formula for the period 1970 through 1984. Changes in the Consumer Price Index (CPI) are identified in the table for comparative purposes.

Tables C.2 through C.7 provide information on the utilization of premium, full, and discounted fares in the domestic market. Background notes relative to the concepts and methodology employed accompany the tables.

Table C.8 compares the prices of full and discounted fares on the most heavily travelled city pairs in Canada with those on comparable city pairs in the United States. Background notes relative to the concepts and methodology employed accompany the table.

Table C.1

CANADIAN DOMESTIC ECONOMY AIR FARE INDEX

<u>Year</u>	<u>CPI</u>	<u>August Economy Fare</u>					
		<u>300 km</u>	<u>600 km</u>	<u>1200 km</u>	<u>2400 km</u>	<u>4000 km</u>	<u>6000 km</u>
1970	97	90	92	94	95	96	96
1971	100	100	100	100	100	100	100
1972	105	100	100	100	100	100	100
1973	113	107	104	103	98	91	87
1974	125	127	123	118	112	107	104
1975	139	149	138	129	123	117	114
1976	149	168	153	142	134	126	123
1977	160	187	172	158	149	141	137
1978	175	197	179	165	155	150	148
1979	191	207	188	173	163	158	155
1980	211	255	227	204	188	181	177
1981	237	298	267	242	225	217	213
1982	263	356	318	287	266	256	250
1983	278	382	343	310	288	277	271
1984	290	401	360	325	302	291	285

Notes: Year-end values are used for the Consumer Price Index (CPI) in each year.

The base year for the index is 1971. The Air Canada domestic economy fare formula in effect in July 1971 was \$12.00 per passenger plus 3.60¢ per kilometre flown.

Sources: Bank of Canada Review.
Air carrier tariffs filed with the Air Transport Committee.

FARE TYPE UTILIZATION: NOTES FOR TABLES C.2-C.7

Tables C.2 to C.7 provide preliminary estimates for 1983 and 1984 on fare type utilization. These estimates are for passenger carriage on scheduled services operated within Canada by Level I carriers (including domestic portions of international flights). The estimates are derived from the Fare Basis Survey recently instituted by the Aviation Statistics Centre of Statistics Canada. Level I carriers covered by the survey are Air Canada, CP Air, Eastern Provincial Airways, Nordair, and Pacific Western Airlines.

Survey Concepts

Concepts of the Fare Basis Survey are reported in Statistics Canada's Service Bulletin 51-004 (Volume 16, No. 9, September 1984). Basically, participating carriers report passenger volume and revenue by fare code and coupon origin and destination (O&D). Coupon O&D refers to the point of enplanement and the point of deplanement covered by one flight coupon. A flight coupon is a coupon in an airline ticket, issued for transportation, which contains the itinerary of the passenger but is valid only for carriage between the passenger's point of enplanement and deplanement on a single flight as noted on the coupon. (Thus, for a trip involving one or more air carriers participating in the survey, a passenger would be counted each time a flight coupon was "lifted" from the ticket, i.e., each time a flight connection occurred within the itinerary covered by the ticket.) The flight coupon also provides the fare basis code, the class of service, stopover code, carrier, date of travel, flight number, and applicable fare.

Fare Type Groups

The fare basis codes reported by the participating carriers have been classified by general fare type groups. The fare type groups presented in the tables are as follows:

- i) Premium Fare comprising First Class;
- ii) Full Fare comprising full fare Regular Economy;
- iii) Discounted Fare comprising the various discount fares such as Charter Class, Seat Sale, Advance Purchase Excursion, Group, Senior Citizen, Youth, Family Plan Dependents, etc.; and
- iv) Other comprising Industry and Agency Discount fares and Military as well as unknown fare codes.

It should be noted that while the definition of the fare type groups remains constant, the individual fare plans included in each group may vary over time due to the addition and deletion of fare plans by participating air carriers and the further refinement of the allocation system in the Fare Basis Survey.

Table Categories

Table C.2 presents, by length of haul subgroups, the distribution of domestic scheduled passenger traffic across fare type groups. The All Distances grouping consists of all city pair lengths where both the coupon origin and coupon destination are within Canada. This grouping is disaggregated into four length of haul subgroups comprising city pairs within Canada separated by great circle distances between 0 to 600 km, 601 to 1 200 km, 1 201 to 2 400 km, and more than 2 400 km.

Table C.3 presents, by volume (density) subgroups, the distribution of domestic scheduled passenger traffic across fare type groups. The table groups both 1983 and 1984 city pairs according to daily passenger traffic between them as reported in the Fare Basis Survey. Five groupings, consisting of less than 10 passengers per day, 10 to 50 passengers per day, 51 to 200 passengers per day, 201 to 500 passengers per day, and more than 500 passengers per day are reported.

Table C.4 crosstabulates the length of haul groupings of Table C.2 with the volume groupings of Table C.3 for 'Discounted Fares'.

Tables C.5 to C.7 divide domestic scheduled passenger traffic between that carried within the southern sector and that carried to/from and within the northern sector. The dividing line separating the southern domestic and northern domestic sectors has previously (see notes for Tables B.1-B.11) been defined* by:

- a) the 50th parallel from the Atlantic Ocean to the Ontario-Manitoba boundary,
- b) the diagonal joining the 50th parallel at the Ontario-Manitoba boundary to the 53rd parallel at the Manitoba-Saskatchewan boundary, and
- c) the 55th parallel from the Manitoba-Saskatchewan boundary to the British Columbia-Alaska boundary.

Table C.5 presents, by sector, the distribution of domestic scheduled passenger traffic across fare type groups.

Table C.6 crosstabulates the length of haul groupings of Table C.2 with the volume groupings of Table C.3 for southern sector domestic scheduled passenger traffic in the 'Discounted Fares' category.

Table C.7 presents, by sector, the distribution of domestic scheduled passenger-kilometres across fare type groups.

* This definition varies slightly from that presently reported in Tables C.5 to C.7, however, in that traffic to/from The Pas and Flin Flon, Manitoba is included in the southern sector. Passenger traffic to/from these points accounts for considerably less than one percent of total domestic traffic in 1983.

Reliability of Estimates

All estimates with a coefficient of variation of 25 or less are reported. Estimates with a coefficient of less than 10 can generally be considered reliable from a sampling point of view. Estimates with coefficients of variation between 10 and 25 are reported and marked with a single asterisk (*) and should be used with caution. Estimates with coefficients of variation greater than 25 are not reported but are denoted with a double asterisk (**). The coefficient of variation is the ratio of the estimate's standard error (i.e., square root of its variance) to the estimate itself, expressed as a percentage.

Table C.2

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DISTRIBUTION OF DOMESTIC PASSENGERS ACROSS FARE TYPE GROUPS, BY LENGTH OF HAUL SUBGROUPS
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - 1984

	% DISTRIBUTION BY FARE TYPE GROUPS									
	Passengers ('000)		Premium Fare		Full Fare		Discounted Fare		Other	
	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984
All Distances										
First Quarter	3 112.1	3 304.7	0.7	0.7	56.5	50.1	36.8	43.4	6.0*	5.8*
Second Quarter	3 837.6	3 905.3	0.8	0.8	50.1	48.1	44.5	47.5	4.7	3.6
Third Quarter	3 998.7	4 289.4 ^R	0.7	0.7	43.2	41.2	49.8	54.4	6.3	3.7
Fourth Quarter	3 427.0	3 697.5	0.7	0.8	48.4	45.1	47.9	51.3	3.0	2.8
Annual	14 375.3	15 197.0	0.7	0.7	49.2	45.9	45.1	49.5	5.0	3.9
0-600 Kilometres										
First Quarter	1 402.5	1 485.5	0.2	0.2	67.6	61.5	26.9	31.9	5.3*	6.4
Second Quarter	1 544.6	1 611.5	0.3	0.3	65.8	62.1	29.7	34.1	4.3	3.6
Third Quarter	1 437.9	1 573.6	0.2	0.3	58.7	56.5	34.9	39.9	6.2	3.3
Fourth Quarter	1 436.8	1 591.6	0.3	0.3	62.8	55.1	33.7	41.6	3.2	3.0
Annual	5 821.8	6 262.5	0.3	0.3	63.7	58.8	31.3	36.9	4.8	4.1
601-1200 Kilometres										
First Quarter	822.2	857.6	0.3*	0.3	52.8	46.4	41.8	48.4	**	4.9*
Second Quarter	987.8	1 004.5	0.4	0.4	48.4	45.9	47.9	50.7	3.4	3.0
Third Quarter	1 052.5	1 096.7	0.3	0.4	44.3	41.6	50.4	55.6	5.0	2.5
Fourth Quarter	867.3	989.0	0.3	0.4	47.1	41.2	50.1	56.3	2.4	2.2
Annual	3 729.8	3 947.9	0.4	0.4	47.9	43.6	47.8	53.0	4.0	3.1
1201-2400 Kilometres										
First Quarter	460.9	481.2	0.8	0.7	45.1	39.0	46.4	54.2	**	6.1*
Second Quarter	630.8	637.1	0.7	0.8	38.7	37.0	54.5	58.3	6.1	3.9
Third Quarter	747.4	783.8	0.6*	0.7	32.5	31.5	60.6	65.1	6.4	2.8
Fourth Quarter	554.3	581.6	0.7	0.9	35.7	36.5	60.3	59.5	3.3	3.1*
Annual	2 393.3	2 483.8	0.7	0.8	37.3	35.5	56.2	59.9	5.8	3.8
2401 Kilometres or More										
First Quarter	426.5	480.4	3.0*	2.7	39.4	32.5	49.3	59.6	8.3*	5.3
Second Quarter	674.5	652.2	2.4	2.4	27.4	27.9	64.1	65.4	6.1*	4.3
Third Quarter	760.9	834.9	2.0	2.0	23.0	21.0	66.6	70.1	8.3*	6.9
Fourth Quarter	568.5	535.3	2.4	3.0	26.6	32.3	68.2	61.8	2.8*	3.0
Annual	2 430.5	2 502.7	2.4	2.4	28.0	27.4	63.3	65.1	6.4	5.1

Notes: Due to roundings, totals may vary slightly from the sum of components.

R Revised from Volume 1, Number 2, April 1985.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.

Table C.3

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DISTRIBUTION OF DOMESTIC PASSENGERS ACROSS FARE TYPE GROUPS, BY VOLUME SUBGROUPS
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - 1984

	Z DISTRIBUTION BY FARE TYPE GROUPS									
	Passengers ('000)		Premium Fare		Full Fare		Discounted Fare		Other	
	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984
All Volumes										
First Quarter	3 112.1	3 304.7	0.7	0.7	56.5	50.1	36.8	43.4	6.0*	5.8*
Second Quarter	3 837.6	3 905.3	0.8	0.8	50.1	48.1	44.5	47.5	4.7	3.6
Third Quarter	3 998.7	4 289.4 ^R	0.7	0.7	43.2	41.2	49.8	54.4	6.3	3.7
Fourth Quarter	3 427.0	3 697.5	0.7	0.8	48.4	45.1	47.9	51.3	3.0	2.8
Annual	14 375.3	15 197.0	0.7	0.7	49.2	45.9	45.1	49.5	5.0	3.9
0-9 Passengers/Day										
First Quarter	43.8	39.4	**	**	62.3	61.5	35.8	36.3	**	2.1*
Second Quarter	44.4	41.9	**	**	57.9	57.5	39.6	41.0	2.5*	1.5*
Third Quarter	56.7	58.1	**	**	54.7	52.0	42.6	46.0	2.5*	1.9
Fourth Quarter	41.5	42.1	**	**	57.5	52.3	41.1	46.3	1.3	1.2*
Annual	186.5	181.5	**	0.1*	57.9	55.4	39.9	42.8	2.1*	1.7
10-50 Passengers/Day										
First Quarter	213.8	208.5	0.1*	0.1*	60.9	56.0	36.0	41.3	**	2.7*
Second Quarter	256.7	239.6	0.1	0.1*	57.7	52.9	39.9	45.0	2.3	2.0
Third Quarter	295.9	275.2	**	0.1*	51.2	46.4	45.8	51.9	3.0*	1.6
Fourth Quarter	235.3	224.8	**	0.1*	55.1	47.4	43.2	51.0	1.7*	1.5
Annual	1 001.6	948.2	0.1*	0.1*	55.8	50.4	41.6	47.6	2.5	1.9
51-200 Passengers/Day										
First Quarter	425.2	429.7	0.2	0.3*	58.5	55.2	37.1	41.1	4.3*	3.4*
Second Quarter	496.2	492.0	0.3	0.3*	56.3	53.2	40.3	44.5	3.2	2.0
Third Quarter	553.6	581.5	0.2*	0.2	49.0	47.1	45.8	50.5	5.1	2.2
Fourth Quarter	440.8	468.9	0.3*	0.2	53.8	46.2	43.9	52.3	1.9	1.3
Annual	1 915.8	1 972.2	0.2	0.3	54.1	50.2	42.0	47.4	3.7	2.2
201-500 Passengers/Day										
First Quarter	789.2	897.0	0.5	0.4	55.5	49.7	38.3	43.6	5.8*	6.3*
Second Quarter	923.9	1 042.0	0.5	0.5	52.4	49.1	42.3	46.9	4.8	3.4
Third Quarter	962.3	1 114.7	0.4*	0.5	45.6	42.6	47.7	53.6	6.2	3.3
Fourth Quarter	855.4	1 020.0	0.5*	0.5	49.9	45.2	46.6	51.8	3.0	2.5
Annual	3 530.7	4 073.7	0.5	0.5	50.6	46.5	43.9	49.2	5.0	3.8
501 Passengers/Day or More										
First Quarter	1 640.0	1 730.1	1.0	1.0	55.8	48.0	36.2	44.3	7.1*	6.7*
Second Quarter	2 116.5	2 089.8	1.1	1.1	46.6	45.7	47.1	48.9	5.3	4.3
Third Quarter	2 130.2	2 260.0	1.0	1.0	39.2	38.1	52.6	56.3	7.2	4.6
Fourth Quarter	1 854.0	1 941.6	1.1	1.2	45.4	44.4	50.2	50.9	3.4	3.5
Annual	7 740.7	8 021.4	1.0	1.1	46.2	43.8	47.0	50.5	5.8	4.7

Notes: 1984 market allocations (to volume groups) are based on 1984 annual passenger volumes, whereas in the previous issue of the Air Transport Monitor (Volume 1, Number 2, April 1985) they were based on 1983 annual passenger volumes.

Due to roundings, totals may vary slightly from the sum of components.

R Revised from Volume 1, Number 2, April 1985.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.

Table C.4

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DOMESTIC PASSENGERS - PERCENTAGE CARRIAGE OF DISCOUNTED FARES
BY VOLUME AND LENGTH OF HAUL
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - 1984

	LENGTH OF HAUL							
	0-600		601-1200		1201-2400		2401	
	Kilometres		Kilometres		Kilometres		Kilometres or more	
	1983	1984	1983	1984	1983	1984	1983	1984
All Volumes								
First Quarter	26.9	31.8	41.8	48.3	46.4	54.2	49.3	59.6
Second Quarter	29.7	34.0	47.9	50.7	54.5	58.3	64.1	65.4
Third Quarter	34.9	39.9	50.4	55.5	60.6	65.1	66.6	70.1
Fourth Quarter	33.7	41.6	50.1	56.3	60.3	59.5	68.2	61.8
Annual	31.3	36.9	47.8	52.9	56.2	59.9	63.3	65.1
0-9 Passengers/Day								
First Quarter	26.8*	27.0	35.0	33.5	48.9	50.9	47.0	53.5
Second Quarter	28.5	31.4	37.3	34.6	56.2	58.2	52.1	55.4
Third Quarter	34.3	36.6	43.1	44.2	51.7	52.6	49.1	58.8
Fourth Quarter	33.5*	38.8	38.2*	47.4	56.1	54.9	50.1	57.7
Annual	31.1	33.7	38.4	40.5	53.0	54.1	49.7	56.8
10-50 Passengers/Day								
First Quarter	32.5	37.4	33.2	39.1	43.2	48.9	58.7	61.1
Second Quarter	33.0	36.9	37.8	42.5	47.9	56.3	64.1	67.6
Third Quarter	39.1	44.5	41.8	46.2	54.3	63.4	68.6	70.3
Fourth Quarter	36.2*	49.7	38.5	47.1	55.4	57.0	69.8	64.7
Annual	35.3	42.1	38.1	43.9	51.0	57.5	66.0	66.8
51-200 Passengers/Day								
First Quarter	30.6	33.6	41.0	44.8	41.3	48.2	43.9	51.9
Second Quarter	30.8	35.8	43.6	46.8	51.2	56.2	51.2	55.9
Third Quarter	36.9	38.9	48.3	52.7	53.6	60.9	57.4	66.7
Fourth Quarter	33.9*	49.4	49.4	53.0	48.4	54.8	61.7	61.3
Annual	33.2	39.6	45.7	49.5	49.6	56.3	54.1	59.8
201-500 Passengers/Day								
First Quarter	32.7	38.1	36.9	41.2	48.9	56.1	48.3	57.4
Second Quarter	32.3	38.8	39.6	44.4	56.1	61.0	60.1	64.5
Third Quarter	36.6	45.1	43.9	50.1	63.0	68.2	62.8	66.0
Fourth Quarter	36.5	48.0	43.4	50.1	62.0	61.5	67.2	59.0
Annual	34.5	42.6	41.1	46.7	58.1	62.3	60.4	62.6
501 Passengers/Day or More								
First Quarter	22.4	27.1	46.9	56.1	45.9	54.9	49.6	60.7
Second Quarter	27.8	30.5	56.0	57.9	55.2	57.1	66.0	66.4
Third Quarter	33.0	36.5	56.5	62.0	62.2	64.7	68.2	71.3
Fourth Quarter	32.0	34.7	56.7	62.9	61.7	59.6	69.1	62.3
Annual	28.7	32.2	54.3	59.9	57.2	59.6	64.6	66.0

Notes: 1984 market allocations (to volume groups) are based on 1984 annual passenger volumes, whereas in the previous issue of the Air Transport Monitor (Volume 1, Number 2, April 1985) they were based on 1983 annual passenger volumes.

Due to roundings, totals may vary slightly from the sum of components.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.

Table C.5

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DISTRIBUTION OF DOMESTIC PASSENGERS ACROSS FARE TYPE GROUPS, BY SECTOR
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - 1984

	% DISTRIBUTION BY FARE TYPE GROUPS									
	Passengers ('000)		Premium Fare		Full Fare		Discounted Fare		Other	
	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984
Total Domestic										
First Quarter	3 112.1	3 304.7	0.7	0.7	56.5	50.1	36.8	43.4	6.0*	5.8*
Second Quarter	3 837.6	3 905.3	0.8	0.8	50.1	48.1	44.5	47.5	4.7	3.6
Third Quarter	3 998.7	4 289.4 ^R	0.7	0.7	43.2	41.2	49.8	54.4	6.3	3.7
Fourth Quarter	3 427.0	3 697.5	0.7	0.8	48.4	45.1	47.9	51.3	3.0	2.8
Annual	14 375.3	15 197.0	0.7	0.7	49.2	45.9	45.1	49.5	5.0	3.9
Southern Sector										
First Quarter	2 930.2	3 134.0	0.7	0.7	55.6	49.0	37.3	44.2	6.3*	6.1*
Second Quarter	3 635.9	3 716.7	0.8	0.8	49.1	47.1	45.3	48.3	4.9	3.7
Third Quarter	3 780.4	4 062.2 ^R	0.7	0.8	42.0	40.1	50.7	55.3	6.6	3.8
Fourth Quarter	3 267.8	3 519.6	0.8	0.9	47.4	44.3	48.8	52.0	3.1	2.9
Annual	13 614.4	14 432.5	0.8	0.8	48.1	44.9	45.9	50.3	5.2	4.1
Northern Sector										
First Quarter	181.8	170.7	-	-	70.7	69.5	28.1	29.4	1.3*	1.1
Second Quarter	201.7	188.7	-	-	68.4	67.2	30.7	31.7 ^R	0.9	1.1
Third Quarter	218.3	227.3 ^R	-	-	64.3	60.7	34.3	38.0	1.4	1.3
Fourth Quarter	159.1	177.9	-	-	69.8	61.0	29.1*	37.8	1.1	1.2
Annual	760.9	764.5	-	-	68.1	64.3	30.8	34.5	1.2	1.2

Notes: Due to roundings, totals may vary slightly from the sum of components.

R Revised from Volume 1, Number 2, April 1985.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.

Table C.6

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DOMESTIC SOUTHERN SECTOR PASSENGERS - PERCENTAGE CARRIAGE OF DISCOUNTED FARES
BY VOLUME AND LENGTH OF HAUL
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - 1984

	LENGTH OF HAUL							
	0-600		601-1200		1201-2400		2401	
	Kilometres		Kilometres		Kilometres		Kilometres or more	
	1983	1984	1983	1984	1983	1984	1983	1984
0-9 Passengers/Day								
First Quarter	30.0*	28.8	45.5	48.7	63.5	66.1	59.2	62.9
Second Quarter	31.3	33.4	48.2	42.5	68.6	72.7	61.2	71.8
Third Quarter	37.2	41.5	55.2	52.4	68.7	66.5	61.8	74.1
Fourth Quarter	36.1*	42.5	57.1*	52.7	72.3	71.3	59.6	64.0
Annual	34.1	36.7	50.9	49.2	68.4	69.1	60.6	69.2
10-50 Passengers/Day								
First Quarter	37.8	41.3	35.5	44.1	49.2	57.7	58.7	61.1
Second Quarter	37.2	41.5	40.1	48.9	53.1	63.2	64.1	67.6
Third Quarter	43.1	49.6	47.4	54.0	59.9	71.1	68.6	70.3
Fourth Quarter	39.2	55.4	43.8	56.2	61.8	65.3	69.8	64.7
Annual	39.5	47.0	42.1	51.2	56.9	65.4	66.0	66.8
51-200 Passengers/Day								
First Quarter	32.3	35.5	45.4	50.4	39.7	53.5	43.9	51.9
Second Quarter	32.6	37.5	48.8	51.9	53.5	65.0	51.2	55.9
Third Quarter	38.6	40.5	53.0	57.0	56.2	67.6	57.4	66.7
Fourth Quarter	35.5*	51.6	55.0	57.0	58.1	59.2	61.7	61.3
Annual	34.9	41.5	50.8	54.3	52.6	62.9	54.1	59.8
201-500 Passengers/Day								
First Quarter	32.7	38.1	36.9	41.2	48.9	56.1	48.3	57.4
Second Quarter	32.3	38.8	39.6	44.4	56.1	61.0	60.1	64.5
Third Quarter	36.6	45.1	43.9	50.1	63.0	68.2	62.8	66.0
Fourth Quarter	36.5	48.0	43.4	50.1	62.0	61.5	67.2	59.0
Annual	34.5	42.6	41.1	46.7	58.1	62.3	60.4	62.6
501 Passengers/Day or More								
First Quarter	22.4	27.1	46.9	56.1	45.9	54.9	49.6	60.7
Second Quarter	27.8	34.5	56.0	57.9	55.2	57.1	66.0	66.4
Third Quarter	33.0	36.5	56.5	62.0	62.2	64.7	68.2	71.3
Fourth Quarter	32.0	34.7	56.7	62.9	61.7	59.6	69.1	62.3
Annual	28.7	32.2	54.3	59.9	57.2	59.6	64.6	66.0

Notes: 1984 market allocations (to volume groups) are based on 1984 annual passenger volumes, whereas in the previous issue of the Air Transport Monitor (Volume 1, Number 2, April 1985) they were based on 1983 annual passenger volumes.

Due to roundings, totals may vary slightly from the sum of components.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

Source: Air carrier statements filed with the Air Transport Committee.

Table C.7

AIR CARRIER FARE BASIS STATISTICS - SCHEDULED SERVICES, LEVEL I CARRIERS
DISTRIBUTION OF DOMESTIC PASSENGER-KILOMETRES ACROSS FARE TYPE GROUPS, BY SECTOR
BASED ON FLIGHT COUPON ORIGIN AND DESTINATION
PRELIMINARY ESTIMATES, 1983 - 1984

	Passenger-kilometres ('000)		% DISTRIBUTION OF FARE TYPE GROUPS							
			Premium Fare		Full Fare		Discounted Fare		Other	
	1983	1984	1983	1984	1983	1984	1983	1984	1983	1984
Total Domestic										
First Quarter	3 234 364.3	3 509 643.5	1.5	1.4	48.0	41.0	43.6	52.0	6.9	5.7*
Second Quarter	4 465 845.3	4 455 560.2	1.4	1.4	38.6	37.7	54.6	57.0	5.4	3.9
Third Quarter	4 901 872.6	5 299 920.0 ^R	1.2	1.2	32.9	30.8	58.8	63.1	7.1	4.9
Fourth Quarter	3 882 595.3	3 977 779.0	1.3	1.6	37.3	38.4	58.4	57.1	3.0	2.9
Annual	16 484 677.5	17 242 902.7	1.3	1.4	38.4	36.4	54.6	57.9	5.6	4.3
Southern Sector										
First Quarter	3 076 974.1	3 362 090.2	1.5	1.5 ^R	47.0	39.8	44.2	52.8 ^R	7.2	5.9*
Second Quarter	4 284 005.1	4 284 131.3	1.4	1.4	37.5	36.6	55.5	57.9	5.6	4.0
Third Quarter	4 689 653.0	5 078 646.2 ^R	1.2	1.3	31.6	29.6	59.8	64.1	7.3	5.0
Fourth Quarter	3 742 939.7	3 822 804.0	1.4	1.6	36.1	37.6	59.5	57.9	3.0	3.0
Annual	15 793 571.9	16 547 671.7	1.4	1.4	37.3	35.4	55.5	58.8	5.8	4.5
Northern Sector										
First Quarter	157 390.2	147 553.3	-	-	67.7	67.2	30.9	31.6	1.4	1.3 ^R
Second Quarter	181 840.2	171 428.9	-	-	64.6	64.8	34.3	34.0 ^R	1.1	1.2
Third Quarter	212 219.6	221 273.8 ^R	-	-	61.6	58.2	36.9	40.3	1.5	1.5
Fourth Quarter	139 655.6	154 975.0	-	-	68.1	59.6	30.7	39.0	1.3	1.4
Annual	691 105.6	695 230.9	-	-	65.1	62.0	33.6	36.6	1.4	1.4

Notes: Due to roundings, totals may vary slightly from the sum of components.

R Revised from Volume 1, Number 2, April 1985.

* Indicates a coefficient of variation between 10 and 25.

** Indicates a coefficient of variation more than 25.

The coefficients of variation were not available for the 1983 estimates.

Source: Air carrier statements filed with the Air Transport Committee.

A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES: NOTES FOR TABLE C.8

City Pairs Selected

The accompanying table provides information on air fares between selected city pairs in Canada and the U.S. The Canadian city pairs are those which in 1977 recorded traffic volumes in excess of 100 000 coupon origin and destination (O&D) passengers per year.* Each Canadian city pair is matched with at least two U.S. city pairs. The U.S. city pairs were selected on the basis of their similarity to the Canadian city pairs in terms of distance and volume (1977 coupon O&D traffic) characteristics.

Fares offered in these same city pairs during earlier time periods have been analyzed in: The Low-Priced Air Fare Review: The First Five Years, Canadian Transport Commission, Report No. 1983/05, Ottawa/Hull, November 1983; The Low-Priced Air Fare Review: A Three Year Perspective, Canadian Transport Commission, Report No. 1982/02, Ottawa/Hull, March 1982.

Carrier Coverage

Carriers reporting service and fare information to the Airline Tariff Publishing Company and/or the Official Airline Guide are included in this review of air fares.

For Canada, this includes fares offered on scheduled commercial air services, regular specific point commercial air services, and certain specific point commercial air services (that is, Class 1, 2, and 3 air services)** provided by Canadian air carriers.

For the United States, this includes fares offered on services provided by American certificated and commuter air carriers.

Fare Types

Four fares are reported for each city pair. They include two full adult fares including the modal and the lowest-priced, and two discounted fares including the lowest-priced potential full fare and the lowest-priced non-status fare. The definitions of these fare types follow.

* Victoria-Vancouver is not included because comparable U.S. markets, defined by distance and traffic volume criteria, were not found.

** Classes of air service are defined in Table A.1.3 of the first two issues of the Air Transport Monitor (Volume 1, Number 1, January 1985 and Volume 1, Number 2, April 1985).

Modal Full Adult Fare

A full adult fare is a one-way fare designated by fare class and code as an Economy (Y or K), Coach (Y), or Standard Class (S) fare.

Full adult fares are not subject to the purchase, travel, or capacity restrictions which typically condition the sale of discounted fares.

In many city pairs a range of full fares is offered. The modal full adult fare is that full fare offered by the dominant carrier(s) in the city pair as defined by non-stop* departing frequencies per week.

Lowest-Priced Full Adult Fare

The lowest-priced full adult fare is the least expensive full fare which is available for weekday travel offered by any participating carrier in the city pair.

The Lowest-Priced Potential Full Adult Fare

A potential full adult fare is a one-way fare designated by such fare classes as Thrift, Thrift Discounted, Economy Discounted, or Coach Discounted and such codes as H, K, M, S, V, and Q.

Potential full adult fares have no advance purchase, minimum stay, nor return travel conditions. However, these fares are frequently capacity and/or itinerary controlled and generally offer less service amenity than do Economy, Coach, or Standard Class fares.

The lowest-priced potential full adult fare is the least expensive potential full fare available for weekday travel offered by any participating carrier in the city pair.

Lowest-Priced Non-Status Fare

This is the lowest-priced fare available for travel between the city pair during the survey period. These fares are frequently restricted by travel conditions such as advance purchase, minimum stay, or return requirements or may be available only in off-peak travel periods such as evenings or weekends.

Fares dependent on the basic demography of the passenger, such as Senior Citizen, Youth, Children, Military, Government Travel, Clergy, Job Training, Family Plan, Inclusive Tour, and Group are defined as status fares and are not included in determining the lowest-priced non-status fare.

* The dominant carrier between Philadelphia and San Francisco is determined by the number of direct departing frequencies per week because non-stop service is not offered in this city pair.

How the Data are Assembled

For each identified Canadian and U.S. city pair a preliminary listing is made of (1) carrier participants, (2) the price of the full adult fare offered by each carrier, (3) the lowest-priced potential full adult fare, and (4) the lowest-priced non-status fare. This preliminary listing is taken from the Airline Tariff Publishing Company's Electronic Tariff as reported on February 1, May 1, August 1, or November 1, as appropriate and from the applicable tariffs of People Express and Southwest Airlines. Restrictions relative to the air fares are taken from the first published edition of the Airline Tariff Publishing Company's The Official North American Passenger Tariff Set following the study date.

Reference is then made to the Official Airline Guide (the February 1, May 1, August 1, or November 1 edition, as appropriate) so as to define the dominant carrier(s) in the city pair for the purpose of selecting the modal full adult fare from the listing of full adult fares. In so doing, carriers may be identified over and above those recorded in the preliminary carrier listing. Carriers identified in this step are contacted for details on the fares offered if they are among the dominant carriers in the city pair served or if it is assessed that the carriers' fares may impact on the definition of the lowest-priced (1) full adult fare, (2) potential full adult fare, or (3) non-status fare in the city pair. This assessment is made by comparing the generalized fare listing in the Official Airline Guide against the preliminary results derived from the Airline Tariff Publishing Company's data as supplemented by that of People Express and Southwest Airlines. On the basis of this additional information, the fare listing is amended as appropriate.

Further Notes on the Selection Process

To be listed as a candidate, a fare must be available for travel from the point of origin by the seventh day of the survey month. Thus, if a carrier makes a new fare available for travel sometime during the first seven days of the survey month, and the fare is offered at least until the seventh day, the fare will be listed. Similarly, if a fare is available for travel throughout the first seven days of the survey month, but a price change occurs sometime during those seven days, the fare will be listed at the new price. Finally, a fare will not be listed if its availability during the first week of the survey month is restricted to booking and purchase.

In a city pair for which no potential full adult fare is offered then the corresponding cell in the table is left blank. If a potential full fare is available but at a higher price than the lowest-priced full fare, then the latter price is reported as the lowest potential full fare.

Table C.8

A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES
(CANADIAN FARES IN CURRENT CANADIAN DOLLARS, U.S. FARES IN CURRENT U.S. DOLLARS)

FEBRUARY 1, 1985

City Pair	1977 Passenger Volume	One-Way Distance (km)	Return Full Fares		Return Discounted Fares	
			Modal	Lowest	Lowest Potential Full Fare	Lowest Non-Status Fare
Montréal-Toronto	1 403 430	506	240	214	-	99
Boston-New York	2 100 230	307	239	83	50	50
Chicago-Minneapolis	1 141 950	550	287	167	91	72
Ottawa-Toronto	790 260	363	210	138	-	89
New York-Pittsburgh	867 600	518	183	91	91	65
Chicago-St. Louis	727 060	412	302	133	91	72
Calgary-Edmonton	590 110	248	131	112	-	62
Houston-New Orleans	582 010	501	102	102	72	64
Atlanta-Birmingham	554 040	216	189	189	-	72
Montréal-Ottawa	281 160	151	162	98	-	72
Chicago-Moline	279 250	235	252	252	67	64
Fresno-San Francisco	277 540	266	139	128	91	72
Harrisburg-Pittsburgh	267 850	280	196	196	163	72
Montréal-Québec	281 720	235	180	180	-	81
Chicago-Moline	279 250	235	252	252	67	64
Fresno-San Francisco	277 540	266	139	128	91	72
Harrisburg-Pittsburgh	267 850	280	196	196	163	72
London-Toronto	129 430	142	162	162	-	56
Baltimore-Boston	206 640	595	278	120	120	91
Las Vegas-Phoenix	205 680	410	72	72	65	65
Kelowna-Vancouver	149 040	281	156	108	-	55
Richmond-Washington	149 910	154	128	115	91	72
Burbank-Las Vegas	145 490	359	165	165	109	72
Toronto-Windsor	146 550	313	198	198	-	99
Charlotte-Washington	145 120	526	289	244	128	91
Chicago-Kalamazoo	144 830	187	207	137	137	72
Prince George-Vancouver	140 050	524	252	248	-	136
Charlotte-Greenville	141 870	121	109	109	91	65
Baltimore-Pittsburgh	138 790	323	193	128	128	72
Sudbury-Toronto	136 860	340	202	176	-	88
Champaign-Chicago	137 470	209	111	111	-	62
Kansas City-Omaha	136 230	256	165	102	94	72
Edmonton-Fort McMurray	121 180	400	196	196	-	108
Syracuse-Washington	122 850	478	281	120	120	91
Atlanta-Fayetteville	120 320	531	317	317	-	91
Sault Ste. Marie-Toronto	118 020	494	234	234	-	117
Charlotte-Columbia	118 130	143	156	146	91	65
Greensboro-Washington	116 490	393	246	241	180	72

Table C.8 (Cont'd)

A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES
(CANADIAN FARES IN CURRENT CANADIAN DOLLARS, U.S. FARES IN CURRENT U.S. DOLLARS)

FEBRUARY 1, 1985

City Pair	1977 Passenger Volume	One-Way Distance (km)	Return Full Fares		Return Discounted Fares	
			Modal	Lowest	Lowest Potential Full Fare	Lowest Non-Status Fare
Regina-Winnipeg	106 000	532	242	238	-	131
Minneapolis-Sioux Falls	104 720	317	209	209	146	72
Chicago-Waterloo	103 250	389	328	328	141	141
Calgary-Vancouver	438 260	685	272	268	228	119
Denver-San Francisco	423 300	1 540	509	250	146	146
Chicago-Hartford	407 300	1 252	509	165	165	146
Toronto-Winnipeg	396 200	1 502	442	442	-	152
Atlanta-Baltimore	395 850	927	417	417	350	128
Chicago-Houston	384 450	1 500	517	220	204	146
Edmonton-Vancouver	354 230	808	300	294	252	129
Denver-Las Vegas	349 510	991	157	157	128	128
Charlotte-New York	347 450	864	394	350	109	101
Halifax-Toronto	270 270	1 287	398	398	-	176
Atlanta-Dayton	270 010	695	352	333	-	91
Atlanta-Sarasota	267 800	715	357	357	-	146
Halifax-Montréal	217 130	803	300	300	240	132
Atlanta-Melbourne	215 320	713	357	357	-	128
Denver-San Diego	212 310	1 352	213	204	146	146
Thunder Bay-Toronto	204 020	909	320	320	-	160
Chicago-Tulsa	203 320	945	396	378	239	128
Los Angeles-Tucson	195 320	724	185	91	91	91
Calgary-Winnipeg	146 270	1 191	376	314	-	204
Cleveland-St. Louis	144 530	792	369	359	257	91
Charlotte-Chicago	143 070	948	372	372	183	128
Edmonton-Winnipeg	127 600	1 187	376	370	-	204
Memphis-New York	125 840	1 539	526	491	380	146
Atlanta-Syracuse	124 510	1 276	546	509	-	146
Halifax-St. John's	114 710	880	314	314	-	138
Dallas-Louisville	113 390	1 173	470	452	309	128
Philadelphia-St. Louis	119 560	1 318	509	487	257	146
Calgary-Regina	105 610	661	268	264	-	145
Los Angeles-Reno	106 290	620	183	183	146	91
Atlanta-Providence	104 000	1 453	526	526	380	146
Toronto-Vancouver	539 290	3 342	824	810	-	299
Chicago-Phoenix	565 940	2 326	661	287	287	183
Atlanta-Los Angeles	500 310	3 312	789	752	580	220
Calgary-Toronto	370 840	2 686	688	574	-	239
Los Angeles-Washington	376 410	3 682	846	330	330	220
Los Angeles-Minneapolis	354 040	2 454	704	278	278	202

Table C.8 (Cont'd)

A COMPARISON OF CANADIAN AND U.S. DOMESTIC AIR FARES
(CANADIAN FARES IN CURRENT CANADIAN DOLLARS, U.S. FARES IN CURRENT U.S. DOLLARS)

FEBRUARY 1, 1985

City Pair	1977 Passenger Volume	One-Way Distance (km)	Return Full Fares		Return Discounted Fares	
			Modal	Lowest	Lowest Potential Full Fare	Lowest Non-Status Fare
Edmonton-Toronto	294 400	2 687	688	676	-	239
Los Angeles-St. Louis	299 590	2 544	667	370	202	202
New Orleans-New York	285 240	1 901	600	259	222	165
Vancouver-Winnipeg	176 220	1 862	518	510	-	209
Houston-San Francisco	183 500	2 651	315	231	231	202
Philadelphia-San Francisco	167 740	4 065	887	361	361	220
Montréal-Vancouver	128 010	3 679	892	892	-	329
Miami-San Francisco	124 560	4 168	830	324	324	239
Las Vegas-St. Louis	122 240	2 208	605	324	324	183
Regina-Toronto	105 960	2 027	552	552	-	229
Houston-Las Vegas	106 650	1 976	220	183	183	146
Dallas-San Jose	103 200	2 324	667	315	315	183

Note: These fares do not include tax.

Sources: ATPCO Electronic Tariff, February 1, 1985.
ATPCO Passenger Tariff Set, February 6, 1985.
Official Airline Guide, February 1, 1985.
Airline Flight Schedules of People Express and Southwest Airlines.

PART D

OPERATING PERFORMANCE

This part of the report focuses on the operating performance of the major Canadian air carriers providing domestic services. In this issue, 1983 and 1984 domestic scheduled and charter trends are presented for Level I air carriers. Quarterly capacity and utilization data (revenue passenger-kilometres, available seat-kilometres, and load factors) for domestic scheduled services are detailed for 1983 and 1984 in Tables D.1 to D.6. Quarterly data (passengers, estimated revenue passenger-kilometres) for domestic charter operations* are detailed in Tables D.7 to D.12.

A reporting of work stoppages in Canada, including both strikes and lock-outs, affecting the operations of Canadian air carriers either directly or through services incidental to air transport is presented in Table 13.

A comparison of Canadian and U.S. air carrier domestic scheduled yields for the first six months of 1984 is presented in Table D.14. A more detailed explanation of the analysis accompanies the table.

* The first two issues of the Air Transport Monitor (Volume 1, Number 1, January 1985 and Volume 1, Number 2, April 1985) provided data with respect to charters operated on aircraft greater than 18 000 lbs (8 165 kg). In this issue, 1983 and 1984 data are provided with respect to charters operated on aircraft greater than 35 000 lbs (15 876 kg).

Table D.1

AIR CANADA DOMESTIC SCHEDULED SERVICES
1983 - 1984*

	Revenue Passenger-kilometres		Available Seat-kilometres		Load Factor	
	1983 ('000)	1984 ('000)	1983 ('000)	1984 ('000)	1983 (%)	1984 (%)
First Quarter	2 156 768	2 328 425	3 870 821	3 750 351	55.72	62.09
Second Quarter	2 867 133	2 957 068	4 210 711	4 113 970	68.09	71.88
Third Quarter	3 151 806	3 491 422	4 599 908	4 695 845	68.52	74.35
Fourth Quarter	2 633 314	2 691 654	3 822 311	4 180 349	68.89	64.39
Annual Total	10 809 021	11 468 569	16 503 751	16 740 515	65.49	68.51
					+1.4	

Notes: * 1984 data are preliminary.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.2

CP AIR DOMESTIC SCHEDULED SERVICES
1983 - 1984*

	Revenue 1983 ('000)	Passenger-kilometres 1984 ('000)	% Change	Available 1983 ('000)	Seat-kilometres 1984 ('000)	% Change	Load Factor 1983 (%)	Load Factor 1984 (%)
First Quarter	702 375	813 017	+15.8	1 454 070	1 371 543	-5.7	48.30	59.28
Second Quarter	1 060 603	1 074 324	+1.3	1 494 686	1 502 805	+0.5	70.96	71.49
Third Quarter	1 118 523	1 209 246	+8.1	1 489 130	1 590 193	+6.8	75.11	76.04
Fourth Quarter	983 969	885 475	-10.0	1 441 675	1 472 763	+2.2	68.25	60.12
Annual Total	3 865 470	3 982 062	+3.0	5 879 561	5 937 304	+1.0	65.74	67.07

Notes: * 1984 data are preliminary.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.3

PWA DOMESTIC SCHEDULED SERVICES
1983 - 1984*

	Revenue 1983 ('000)	Passenger-kilometres 1984 ('000)	% Change	Available 1983 ('000)	Seat-kilometres 1984 ('000)	% Change	Load Factor 1983 (%)	Load Factor 1984 (%)
First Quarter	309 719	322 526	+4.1	614 497	685 663	+11.6	50.40	47.04
Second Quarter	362 678	349 154	-3.7	622 439	702 058	+12.8	58.27	49.73
Third Quarter	407 665	398 549	-2.2	744 047	722 387	-2.9	54.79	55.17
Fourth Quarter	360 112	349 117	-3.1	696 972	707 385	+1.5	51.67	49.35
Annual Total	1 440 174	1 419 346	-1.4	2 677 955	2 817 493	+5.2	53.78	50.38

Notes: * 1984 data are preliminary.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.4

NORDAIR DOMESTIC SCHEDULED SERVICES
1983 - 1984*

	Revenue		Passenger-kilometres		Available		Seat-kilometres		Load Factor	
	1983 ('000)	1984 ('000)	1983 ('000)	% Change	1983 ('000)	1984 ('000)	1983 ('000)	% Change	1983 (%)	1984 (%)
First Quarter	89 284	114 022		+27.7	..	..	..	..	..	..
Second Quarter	123 299	157 266		+27.5	..	..	..	..	..	..
Third Quarter	123 630	151 121		+22.2	..	..	..	..	..	..
Fourth Quarter	120 806	129 062		+6.8	..	..	..	..	..	..
Annual Total	457 019	551 471		+20.7	..	..	..	..	..	..

Notes: * 1984 data are preliminary.
.. Not available.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.5

QUEBEC AIR DOMESTIC SCHEDULED SERVICES
1983 - 1984*

	Revenue Passenger-kilometres 1983 ('000)	1984 ('000)	% Change	Available 1983 ('000)	1984 ('000)	Seat-kilometres % Change	Load Factor 1983 (%)	1984 (%)
First Quarter	49 525	61 149	+23.5	98 848	114 819	+16.2	50.10	53.26
Second Quarter	56 688	70 768	+24.8	103 088	119 569	+16.0	54.99	59.19
Third Quarter	63 855	78 642	+23.2	129 396	130 328	+0.7	49.35	60.34
Fourth Quarter	63 136	69 152**	+9.5	115 259	118 704**	+3.0	54.78	58.26
Annual Total	233 204	279 711	+19.9	446 591	483 420	+8.2	52.22	57.86

Notes: * 1984 data are preliminary.

** Work stoppage - International Association of Machinists and Aerospace Workers, 3 October to 23 December, 1984.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.6

EPA DOMESTIC SCHEDULED SERVICES
1983 - 1984*

	Revenue 1983 ('000)	Passenger-kilometres 1984 ('000)	% Change	Available 1983 ('000)	Seat-kilometres 1984 ('000)	% Change	Load Factor 1983 (%)	Load Factor 1984 (%)
First Quarter	55 375**	124 860	+125.5	113 647**	270 096	+137.7	48.73	46.23
Second Quarter	91 446**	163 871	+79.2	163 816**	279 408	+70.6	55.82	58.65
Third Quarter	157 259	185 808	+18.2	287 382	300 191	+4.5	54.72	61.90
Fourth Quarter	135 339	157 315	+16.2	296 962	280 236	-5.6	45.57	56.14
Annual Total	439 419	631 854	+43.8	861 807	1 129 931	+31.1	50.99	55.92

Notes: * 1984 data are preliminary.

** Work stoppage

- International Association of Machinists and Aerospace Workers, 7 January to 14 March, 1983.

- Canadian Air Line Pilot's Association, 27 January to 10 June, 1983.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.7

TOTAL* DOMESTIC CHARTER SERVICES: PASSENGERS
1983 - 1984

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Total</u>
<u>1983</u>						
First Quarter	821	9 248	4 711	0	20 304	35 084
Second Quarter	588	8 886	2 306	257	74 706	86 743
Third Quarter	1 934	36 736	2 454	484	130 044	171 652
Fourth Quarter	1 629	6 066	2 690	0	34 569	44 954
Annual Total	4 972	60 936	12 161	741	259 623	338 433
<u>1984**</u>						
First Quarter	208	5 193	2 076	20	4 804	12 301
Second Quarter	0	5 769	1 237	0	59 730	66 736
Third Quarter	1 720	25 357	2 745	0	130 208	160 030
Fourth Quarter	..	..	..	..	..	..
Annual Total	..	..	..	..	..	..
<u>% Change</u> <u>1983-1984</u>						
First Quarter	-74.7	-43.8	-55.9	-	-76.3	-64.9
Second Quarter	-	-35.1	-46.4	-	-20.0	-23.1
Third Quarter	-11.1	-31.0	+11.9	-	+0.1	-6.8
Fourth Quarter	..	..	..	..	..	..
Annual Total	..	..	..	..	..	..

Notes: * Includes Advance Booking Charters (ABC's), Inclusive Tour Charters (ITC's), and Common Purpose Charters (CPC's).

** 1984 data are preliminary.

.. Not available.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.8

DOMESTIC ADVANCE BOOKING CHARTERS: PASSENGERS
1983 - 1984

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Total</u>
<u>1983</u>						
First Quarter	420	7 742	4 711	0	20 304	33 177
Second Quarter	168	6 495	1 592	0	74 706	82 961
Third Quarter	1 454	34 606	1 740	0	130 044	167 844
Fourth Quarter	0	5 602	2 690	0	34 569	42 861
Annual Total	2 042	54 445	10 733	0	259 623	326 843
<u>1984*</u>						
First Quarter	208	5 193	2 076	0	4 804	12 281
Second Quarter	0	5 213	528	0	59 730	65 471
Third Quarter	1 720	25 150	2 745	0	130 208	159 823
Fourth Quarter	..	..	..	..	..	..
Annual Total	..	..	..	..	..	..
<u>% Change</u> <u>1983-1984</u>						
First Quarter	-50.5	-32.9	-55.9	-	-76.3	-63.0
Second Quarter	-	-19.7	-66.8	-	-20.0	-21.1
Third Quarter	+18.3	-27.3	+57.8	-	+0.1	-4.8
Fourth Quarter	..	..	..	..	..	..
Annual Total	..	..	..	..	..	..

Notes: * 1984 data are preliminary.

.. Not available.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.9

OTHER* DOMESTIC CHARTER SERVICES: PASSENGERS
1983 - 1984

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Total</u>
<u>1983</u>						
First Quarter	401	1 506	0	0	0	1 907
Second Quarter	420	2 391	714	257	0	3 782
Third Quarter	480	2 130	714	484	0	3 808
Fourth Quarter	1 629	464	0	0	0	2 093
Annual Total	2 930	6 491	1 428	741	0	11 590
<u>1984**</u>						
First Quarter	0	0	0	0	0	0
Second Quarter	0	556	709	0	0	1 265
Third Quarter	0	207	0	0	0	207
Fourth Quarter	..	..	..	..	..	..
Annual Total	..	..	..	..	..	..
<u>% Change</u> <u>1983-1984</u>						
First Quarter	-	-	-	-	-	-
Second Quarter	-	-76.7	-0.7	-	-	-66.6
Third Quarter	-	-90.3	-	-	-	-94.6
Fourth Quarter	..	..	..	..	..	..
Annual Total	..	..	..	..	..	..

Notes: * Includes Inclusive Tour Charters (ITC's) and Common Purpose Charters (CPC's).

** 1984 data are preliminary.

.. Not available.

Source: Air carrier statements filed with the Air Transport Committee.

Table D.10

TOTAL* DOMESTIC CHARTER SERVICES: REVENUE PASSENGER-KILOMETRES ('000)
1983 - 1984

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Total</u>
<u>1983</u>						
First Quarter	1 050	28 098	11 076	0	65 605	105 829
Second Quarter	1 101	22 194	3 800	147	226 894	254 136
Third Quarter	4 697	96 379	5 306	372	375 151	481 905
Fourth Quarter	1 559	14 880	7 295	0	102 015	125 749
Annual Total	8 407	161 551	27 477	519	769 665	967 619
<u>1984**</u>						
First Quarter	168	12 250	6 000	0	14 732	33 150
Second Quarter	0	12 941	2 398	0	171 308	186 647
Third Quarter	4 367	63 108	4 804	0	360 897	433 176
Fourth Quarter	..	..	..	..	..	..
Annual Total	..	..	..	..	..	..
<u>% Change</u> <u>1983-1984</u>						
First Quarter	-84.0	-56.4	-45.8	-	-77.5	-68.7
Second Quarter	-	-41.7	-36.9	-	-24.5	-26.6
Third Quarter	-7.0	-34.5	-9.5	-	-3.8	-10.1
Fourth Quarter	..	..	..	..	..	..
Annual Total	..	..	..	..	..	..

Notes: * Includes Advance Booking Charters (ABC's), Inclusive Tour Charters (ITC's), and Common Purpose Charters (CPC's).

** 1984 data are preliminary.

.. Not available.

Source: Derived from air carrier statements filed with the Air Transport Committee.

Table D.11

DOMESTIC ADVANCE BOOKING CHARTERS: REVENUE PASSENGER-KILOMETRES ('000)
1983 - 1984

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Total</u>
<u>1983</u>						
First Quarter	766	23 810	11 076	0	65 605	101 257
Second Quarter	427	19 850	2 130	0	226 894	249 301
Third Quarter	3 692	91 891	3 694	0	375 151	474 428
Fourth Quarter	0	13 902	7 295	0	102 015	123 212
Annual Total	4 885	149 453	24 195	0	769 665	948 198
<u>1984*</u>						
First Quarter	168	12 250	6 000	0	14 732	33 150
Second Quarter	0	12 372	764	0	171 308	184 444
Third Quarter	4 367	62 941	4 804	0	360 897	433 009
Fourth Quarter	..	..	..	..	..	..
Annual Total	..	..	..	..	..	..
<u>% Change</u> <u>198301984</u>						
First Quarter	-78.1	-48.6	-45.8	-	-77.5	-67.3
Second Quarter	-	-37.7	-64.1	-	-24.5	-26.0
Third Quarter	+18.3	-31.5	+30.0	-	-3.8	-8.7
Fourth Quarter	..	..	..	..	..	..
Annual Total	..	..	..	..	..	..

Notes: * 1984 data are preliminary.

.. Not available.

Source: Derived from air carrier statements filed with the Air Transport Committee.

Table D.12

OTHER* DOMESTIC CHARTER SERVICES: REVENUE PASSENGER-KILOMETRES ('000)
1983 - 1984

	<u>CP Air</u>	<u>PWA</u>	<u>Nordair</u>	<u>Quebecair</u>	<u>Wardair</u>	<u>Total</u>
<u>1983</u>						
First Quarter	284	4 288	0	0	0	4 572
Second Quarter	674	2 344	1 670	147	0	4 835
Third Quarter	1 005	4 488	1 612	372	0	7 477
Fourth Quarter	1 559	978	0	0	0	2 537
Annual Total	3 522	12 098	3 282	519	0	19 421
<u>1984**</u>						
First Quarter	0	0	0	0	0	0
Second Quarter	0	569	1 634	0	0	2 203
Third Quarter	0	167	0	0	0	167
Fourth Quarter	..	..	..	..	..	..
Annual Total	..	..	..	..	..	..
<u>% Change</u> <u>1983-1984</u>						
First Quarter	-	-	-	-	-	-
Second Quarter	-	-75.7	-2.2	-	-	-54.4
Third Quarter	-	-96.3	-	-	-	-97.8
Fourth Quarter	..	..	..	..	..	..
Annual Total	..	..	..	..	..	..

Notes: * Includes Inclusive Tour Charters (ITC's) and Common Purpose Charters (CPC's).

** 1984 data are preliminary.

.. Not available.

Source: Derived from air carrier statements filed with the Air Transport Committee.

Table D.13
WORK STOPPAGES* RELATED TO THE CANADIAN AIR CARRIER INDUSTRY
1983 TO DATE

EMPLOYER	LOCATION	UNION/ISSUES	NUMBER OF WORKERS	PERSON/DAYS OF TIME LOST	START DATE	TERMINATION DATE
Eastern Provincial Airways (pilots)	Gander, Newfoundland	- Canadian Airline Pilots' Association/Increase in working hours; protesting lay-offs	28	2 660	Jan. 27, 1983	June 10, 1983
Eastern Provincial Airways (engineering, maintenance, office and clerical)	Sydney, Nova Scotia	- International Association of Machinists and Aerospace Workers/Wages; management rights	320	15 080	Jan. 7, 1983	March 14, 1983
Austin Airways Ltd. and White River Air Services Ltd.	Timmins, Ontario	- Canadian Air Line Employees' Association/Union Security (dues check-off)	105	4 200	Aug. 23, 1983	Oct. 18, 1983
Kelowna Airport - Okanagan Mainline Municipal Labour Relations Association	Kelowna, British Columbia	- Canadian Union of Public Employees/Disciplinary measures	16	850	Feb. 17, 1984	May 3, 1984
Quebecair	Montréal (Dorval), Quebec	- International Association of Machinists and Aerospace Workers/Work schedule	99	..	Oct. 3, 1984	Dec. 23, 1984
Air Canada	Canada	- Canadian Air Line Employee's Association/Use of part-time workers	2 300	..	April 28, 1985	May 21, 1985
Eastern Provincial Airways	Halifax, Nova Scotia	- Canadian Air Line Employee's Association/Work schedule	105	..	May 29, 1985	

Notes: * Includes strikes and lock-outs both specifically related and incidental to the air carrier industry in Canada.
.. Not available.

Source: Published and unpublished sources; Work Stoppages Section, Labour Data Branch, Labour Canada.

A COMPARISON OF CANADIAN AND U.S. CARRIER DOMESTIC SCHEDULED PASSENGER
YIELDS: NOTES FOR TABLE D.14

The accompanying table (Table D.14) provides a comparison of the domestic scheduled passenger yields* of major Canadian carriers and U.S. major, national, and large regional carriers. This sample of U.S. airlines includes all U.S. certificated carriers reporting to the Civil Aeronautics Board (CAB) with an annual operating revenue of over \$10 million U.S. By comparison, Quebecair, the smallest major Canadian airline in terms of operating revenue, generated an annual operating revenue of \$90.7 million Canadian in 1984.

Of the 59 U.S. airlines falling within these three categories, all-cargo and non-scheduled carriers were eliminated from the analysis as were a number of other carriers** due to data difficulties. In total, 30 U.S. carriers and six major Canadian airlines were included in the comparison.

A regression analysis with yield as a function of distance (average stage length) was undertaken and used as a basis for comparison among the airlines. The U.S. carrier yields were also adjusted by the prevailing Canadian to U.S. dollar exchange rate.*** The resulting equation is:

$$\text{Yield} = 6.6912 + 3203.019 (1/\text{Distance})$$

(8.14) (8.27)

t statistics in brackets ().
 $R^2 = .67$

Table D.14 presents the results of the comparison. In this table actual yields are compared to those estimated using the regression. The difference between actual and estimated yields for each carrier is shown in the last column (Actual-Estimated). A positive value in this column, e.g., No. 16 US Air +2.85, indicates that the actual yield was above the estimated or expected yield for an average carrier at that particular stage length; a negative value, e.g., No. 26 People Express -4.47, indicates the opposite--the carrier's yield was below the estimated or expected yield for an average carrier operating at that particular stage length.

* Yields (¢ per rpk) are calculated as scheduled passenger revenue (excluding excess baggage) divided by scheduled revenue passenger-kilometres flown.

** Excluded from the list of air carriers as reported in the January 1984 edition of CAB Air Carrier Traffic Statistics due to data difficulties were Braniff, Air Florida, Midway, New York Air, Texas International, Transamerica, World, Air Illinois, Air Midwest, Air One American International, Arrow, Emerald, Empire, Hawaii Express, Pacific East, Pacific Express, South Pacific, and Sunworld.

*** An exchange rate of 1.2740 Canadian dollars per U.S. dollar has been used.

Table D.14

A COMPARISON OF CANADIAN AND U.S. CARRIER DOMESTIC SCHEDULED PASSENGER YIELDS
JANUARY - JUNE 1984

Carrier	Average Stage Length (km per departure)	Yield (¢ per rpk) expressed in Canadian currency*		
		Actual	Estimated	Actual-Estimated
1 Air Canada	953	10.63	10.05	+ 0.58
2 CP Air	1 111	8.63	9.57	- 0.94
3 EPA	441	13.06	13.95	- 0.89
4 Quebecair	300	19.59	17.37	+ 2.22
5 Nordair	520	14.02	12.85	+ 1.17
6 PWA	389	15.94	14.93	+ 1.01
7 American	1 337	9.87	9.09	+ 0.78
8 Continental	1 246	7.62	9.26	- 1.64
9 Delta	888	12.35	10.30	+ 2.05
10 Eastern	962	10.66	10.02	+ 0.64
11 Northwest	1 029	9.48	9.80	- 0.32
12 Pan Am	1 094	7.95	9.62	- 1.67
13 Republic	623	13.25	11.83	+ 1.42
14 Trans World	1 242	10.17	9.27	+ 0.90
15 United	1 250	9.48	9.25	+ 0.23
16 US Air	600	14.88	12.03	+ 2.85
17 Western	965	8.99	10.01	- 1.02
18 Air California	544	14.04	12.58	+ 1.46
19 Alaska	845	13.30	10.48	+ 2.82
20 Aloha	194	19.21	23.20	- 3.99
21 Capitol	2 073	6.74	8.24	- 1.50
22 Frontier	700	10.03	11.27	- 1.24
23 Hawaiian	185	17.42	24.00	- 6.58
24 Ozark	678	12.36	11.42	+ 0.94
25 Pacific Southwest	579	12.29	12.22	+ 0.07
26 People Express	779	6.33	10.80	- 4.47
27 Piedmont	555	13.36	12.47	+ 0.89
28 Southwest	509	8.88	12.98	- 4.10
29 Wien	798	13.31	10.71	+ 2.60
30 Air Wisconsin	169	33.51	25.64	+ 7.87
31 America West	810	7.61	10.65	- 3.04
32 Frontier Horizon	1 830	7.62	8.44	- 0.82
33 Jet America	2 003	8.69	8.29	+ 0.40
34 Muse	568	8.74	12.33	- 3.59
35 Northeastern	1 109	6.59	9.58	- 2.99
36 Reeve	852	18.38	10.45	+ 7.93

Notes: * U.S. carrier yields were converted to Canadian dollars using an exchange rate of \$ 1.2740 Canadian dollars per U.S. dollar.

Estimated yields were obtained using the regression equation:
Yield = 6.6912 + 3203.019 (1/Distance)

Sources: Bank of Canada Review, December 1984.

Derived from air carrier statements filed with the Air Transport Committee.

CAB, Air Carrier Traffic Statistics, January - June 1984.

CAB, Air Carrier Financial Statistics, March, June 1984.

PART E

O C C A S I O N A L P A P E R S

This part of the report provides a forum to present the methodology and results of work carried out within the Research Branch which may be of particular interest to the consideration of competition and regulation in the Canadian air transport industry. As well, trends and developments which affect the Canadian air transport industry will be highlighted as appropriate.

The first in this series is an article on transborder diversion. The article outlines the methodology used in a survey on transborder diversion undertaken by the Research Branch in 1984/85 and presents the preliminary findings of the survey. It is expected that a full report on this topic will be issued later this year.

TRANSBORDER DIVERSION SURVEY
by Joanne Moloney*

Background

One of the issues raised during the recent review of Canadian air passenger transport policy and legislation was that of transborder diversion. In this context, this term refers to the phenomenon of Canadian residents travelling by surface modes of transport across the border to U.S. airports in order to access air services offered by U.S. carriers. The apparent inconvenience to the consumer and the potential loss of revenue to Canadian air carriers resulting from this practice have been a source of concern for various parties with an interest in the air passenger transport industry. A survey conducted by Canadian Gallup Poll Limited in December 1983 for the Consumers' Association of Canada indicated that in the previous two years, 43% of Canadian residents had flown on a commercial airline, and of these travellers, 11% had travelled to a U.S. airport to begin a flight to a U.S. or overseas destination.** Additional concern was evident in the announcement of the New Canadian Air Policy on 10 May, 1984, when the then Minister of Transport stated in reference to transborder diversion that "...at least 200,000 Canadian travellers cross the border each year".***

As part of its role of monitoring developments in the air passenger transport industry, the Research Branch of the CTC has investigated the subject of transborder diversion in more depth. There was interest in both the quantitative and qualitative aspects of this activity, that is, interest in not only how many people were participating and how many trips were being taken, but also interest in why the activity was taking place. Whereas most references to diversion in the air passenger transport industry are made in the context of lower fares, it has been suggested that some of the transborder activity may represent travellers who are diverted by the more frequent service (or an otherwise more suitable schedule) offered by a U.S. carrier, or by their proximity to a U.S. airport, compared to the closest Canadian airport.

A primary consideration in the planned research of transborder diversion was the timeliness of the investigation. It was expected that the implementation of the more pro-competitive Canadian air policy on 10 May, 1984 and possible subsequent changes in the direction of deregulation could affect the incidence (and kind) of transborder diversion. In order to

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** Study on Air Fare Structures prepared for the Consumers' Association of Canada by the Canadian Gallup Poll Limited, January 1984.

*** New Canadian Air Policy, Notes for Remarks by the Honourable Lloyd Axworthy, Minister of Transport, to the House of Commons Standing Committee on Transport, 10 May, 1984.

capture primary data representing the state of the industry under the policies and regulations in existence prior to 10 May, 1984, it was necessary to act promptly.

After an assessment of the available alternatives, the Research Branch contracted Statistics Canada to survey residents of Canada about their air travel activities during the first six months of 1984. The Transborder Diversion Survey was designed to capture the incidence (in numbers of participating persons and numbers of trips) of outbound air travel activity by residents of Canada commencing at U.S. airports. The reference period used corresponds, for the most part, to the period of time immediately preceding the introduction of the new air policy. The results of the survey therefore provide a 'snapshot' of the level of transborder diversion which occurred in response to the 'old' air transport policies and regulations and the prevailing economic conditions. These data should be useful as a 'benchmark' to which data from future research could be compared to assess the impact of the new air policy and possible future developments with respect to the industry.

Due to methodological constraints, the survey could not be designed to address the qualitative nature of transborder diversion; thus, the data collected do not distinguish among the various possible reasons for diversion (for example, price, service, or location). It is possible that future research, conducted using a suitable methodology, may accommodate the collection of this information.

Methodology

The choice of the six-month reference period from 1 January, 1984 to 30 June, 1984 was made as a compromise among several conflicting factors. First of all, there was a need to obtain, to the extent possible, an estimate of air travel activity which occurred entirely under the air policy and regulations which were in effect up to 10 May, 1984, when the New Canadian Air Policy was announced. In addition to this constraint, the success of the questionnaire in the field and the subsequent comparability of the estimates to other air traffic data required that the reference period correspond to a commonly reported measure of time such as one year or six months.

Secondly, the expected low incidence of transborder diversion activity suggested that the reference period should be as long as possible; nevertheless, Statistics Canada survey methodologists cautioned that, from previous travel surveys, there is more evidence of 'telescoping'* with a longer reference period. Because of 'telescoping' and the broader concern of respondent recall, the reference period used for the Canadian Travel Survey**, for example, is three months.

* The term 'telescoping' refers to the tendency for respondents to report not only on trips which occurred during the reference period, but also on trips which occurred before the reference period.

** The Canadian Travel Survey is conducted as a supplement to the Labour Force Survey on a quarterly basis.

Finally, it was recognized that, due to the seasonal nature of air traffic, the construction of a valid estimate for annual activity cannot be based on data collected for a reference period shorter than one year. From the perspective of capturing the major volume of transborder diversion activity, it was suggested that the first two quarters of the calendar year would be important vis-à-vis traffic to the U.S. and the Caribbean, and that the third quarter would be important for traffic to Europe.

Consideration of all of the previously mentioned factors, however, precluded the use of a one-year reference period in favour of the first six months of 1984.

The data collected from the survey refer to trips for which a commercial airline was used to reach the destination and which were completed during the reference period.* As indicated in the copy of the questionnaire in Figure 1, the data collected for each respondent were:

- 1) the total number of air trips taken, split according to domestic, transborder, and other foreign destinations, and
- 2) the number of air trips taken which included travel by surface mode to a U.S. airport to begin the air travel portion of the trip, split according to domestic, transborder, and other foreign destinations.

The Transborder Diversion Survey was conducted as a supplement to the August 1984 Labour Force Survey (LFS).** The target population for the LFS consists of civilian, non-institutionalized persons 15 years of age and over, living in the ten provinces of Canada.*** The attractive feature of the LFS as a vehicle for the Transborder Diversion Survey was the availability of the field infrastructure required to conduct a large, national, probability-based survey.

The LFS uses a stratified, multi-stage, probability-based sample design. The primary strata are economic regions within each of the ten provinces; this facilitates estimation at various levels of geographic aggregation. Further stratification is carried out within each economic region. The ultimate unit of selection is the household; interviews are

* Travel as a member of an operating crew of an airline and one-way travel in order to relocate were excluded.

** A detailed description of the LFS methodology can be found in Statistics Canada Catalogue 71-526, Methodology of the Canadian Labour Force Survey, 1976.

*** The LFS and thus, the Transborder Diversion Survey, excludes the population of the Yukon, the Northwest Territories, Indian Reserves, and Crown lands; inmates of institutions; members of armed forces; and children under the age of 15 years.

FIGURE 1

QUESTION CARD

CANADIAN TRANSPORT COMMISSION SURVEY ITEM 50 ON F03 – SUPPLEMENTARY QUESTIONS AND CODES

Ask every applicable supplementary question for each person 15 years of age or over and make the appropriate entry in the corresponding column 50D to 50K as instructed

50 Answers to supplementary questions												
Ln	A	B	C	D	E	F	G	H	I	J	K	M

TO BE CONDUCTED IN ROTATIONS 1, 3, 4, 5 AND 6.

- From January 1 to June 30, 1984, did . . . complete any trip(s) on which he/she flew on a commercial airline to reach his/her destination?
(Consider the main destination of these air trips as the point furthest away from your home)

50D If "YES" enter "1" in column 50D
In "NO" enter "2" in column 50D - End

- How many of these air trips were to reach

50E a destination in Canada?
Enter "0" to "9" in Column 50E

50F a destination in the United States?
Enter "0" to "9" in Column 50F

50G a destination in a foreign country other than the United States?
Enter "0" to "9" in Column 50G

- For any of these trips, did travel by car, bus or train to a U.S. airport to begin the air travel portion?

50H If "yes" enter "1" in Column 50H
If "no" enter "2" in Column 50H - End

- How many times did . . . do this (travel by car, bus, or train to a U.S. airport to begin the air portion) to reach

50I a destination in Canada?
Enter "0" to "9" in Column 50I

50J a destination in the United States?
Enter "0" to "9" in Column 50J

50K a destination in a foreign country other than the United States?
Enter "0" to "9" in Column 50K

conducted by telephone and data are collected directly or by proxy for all eligible persons in the household.

The entire LFS sample consists of approximately 55 000 households, which are divided into six rotation groups. The rotation group identifies how many months the household has been in the sample; every month, one of the rotation groups (that is, one-sixth of the sample) is replaced. Each of the rotation groups can be treated as an independent probability sample.

For the questions in the Transborder Diversion Survey, calculations of expected sampling variability, based on air travel data collected from the Canadian Travel Survey, indicated that a sample consisting of five of the six available LFS rotation groups should result in reliable estimates, that is, estimates with a coefficient of variation no greater than 16.5%* for Canada as a whole, and possibly for some of the individual provinces as well. This resulted in the collection of air travel data for 94 000 persons from 41 000 households.**

Results

The detailed analysis of the data from the Transborder Diversion Survey is not complete at this point in time. However, the preliminary results regarding participation in transborder diversion and the volume of transborder diversion trips at the national level are presented in Tables 1 and 3, respectively.

The estimates in the tables have been calculated by Statistics Canada from the survey data by applying the appropriate weights for the LFS sample design. As the sample design is probability-based, the data permit the estimation of sampling variability. In this regard, the estimates meet the standards of data quality described in the Statistics Canada release policy for the publication of data from LFS supplementary surveys.*

The information in the tables is self-explanatory; however, a few comments regarding interpretation of the results are noteworthy.

Table 1 illustrates the participation rates of Canadian residents in air travel and in transborder diversion. It is estimated that, during the first six months of 1984, 14.2% of the population completed trips for which the outbound leg included travel on a commercial airline, and of these travellers, 4.7% travelled to a U.S. airport to begin the air portion of at least one trip.

* Statistics Canada's release policy for data from Labour Force Survey supplements permits estimates with a coefficient of variation (CV) less than 16.6% to be published without qualification. Estimates for which the CV is between 16.6% and 25% must be qualified, and estimates for which the CV is greater than 25% may not be published.

** The person non-response rate for the Transborder Diversion Survey questions was 4.5%; the overall non-response rate, which includes the LFS non-response, was approximately 8.4%.

Table 1

PARTICIPATION IN OUTBOUND COMMERCIAL AIR TRIPS BY RESIDENTS OF CANADA¹
JANUARY - JUNE 1984²

	No. of Persons in Population ('000)	% of Population		
Total Population ¹	19 177.5 ³	100.0		
Non-Air Travellers	16 458.3	85.8		
Air Travellers	2 719.2	14.2		
	No. of Air Travellers ⁴ ('000)	% of Population	No. of Diverter ⁴ ('000)	% of Air Travellers Within Destination
All Destinations	2 719.2	14.2	129.0	4.7
Destinations in:				
Canada	1 283.0	6.7	36.2	2.8
U.S.	1 109.0	5.8	72.8	6.6
Other Countries	786.1	4.1	26.6	3.4

¹ The population includes civilian, non-institutionalized persons 15 years of age and over, living in the ten provinces of Canada.

² The trips included are the outbound legs of two-way trips for which the return leg was completed between 1 January and 30 June, 1984.

³ This is the official Statistics Canada projection from 1981 Census data.

⁴ Within destination participation numbers do not add to the 'All Destinations' participation because an air traveller is counted once in each of the destination categories to which she/he travelled.

During this period of time, transborder diversion activity was most prevalent among air travellers with U.S. destinations, for whom the participation rate was 6.6%. The rate among air travellers to other foreign destinations was 3.4%, slightly more than half the rate for U.S.-destined traffic. The participation rate among air travellers to Canadian destinations was 2.8%, which was the lowest of the rates within destination categories. Such trips involve the use of transborder or U.S. domestic flights to complete trips which have their origin and destination in Canada.

With respect to participation rates, relative to both travel and diversion, it would be interesting to compare results from the Transborder Diversion Survey with those previously mentioned from the Gallup Survey conducted for the Consumers' Association of Canada. The relevant data for participation in air travel and diversion are summarized in Table 2. For the Transborder Diversion Survey, the participation rates for air travel to all destinations and diversion to U.S. and other foreign destinations are 14.2% and 3.6% respectively; the analogous figures for the Gallup Survey are approximately three times as high, that is 43.0% for air travel to all destinations and 11.1% for diversion to reach U.S. and overseas destinations.

It should be emphasized, however, that extreme caution must accompany an assessment of the compatibility of the estimates from the two surveys. A proper comparison would caveat differences not only in the sampling designs and questionnaires used in the two surveys, but also differences in the definition of terms. Several of these factors are identified in Table 2, including a more restrictive definition of air traveller used in the Transborder Diversion Survey and a narrower definition of diversion used in the Gallup Survey. The difference related to the reference period also complicates a comparison of the results. The Transborder Diversion Survey measures air travel activity over the six-month period from January to June of 1984, whereas the Gallup Survey data correspond to the two-year period covering 1982 and 1983. Thus, a comparison of estimates from the two surveys would require information regarding seasonality and annual growth trends in participation rates.

The data in Table 3 indicate the volume of air travel activity and the extent of transborder diversion from the perspective of the number of trips taken. It is estimated that 4 947 000 outbound commercial air trips were completed by Canadian residents during the first six months of 1984, and that 180 300 of these trips, that is, 3.6%, were trips for which the outbound air portion of the trip commenced at a U.S. airport. Notwithstanding allowances for possible seasonal factors, it is noted that this trip estimate of transborder diversion, which represents six months of activity, is higher than the estimate one would have expected, based on the previously mentioned

Table 2

COMPARISON OF TRANSBOARDER DIVERSION SURVEY RESULTS AND GALLUP SURVEY RESULTS

Transborder Diversion SurveyGallup SurveyReference Period: January - June 1984
(6 months)Reference Period: January 1982 - December 1983
(2 years)

	No. of Persons in Population ('000)	% of Population	No. of Persons in Sample (Weighted)	% of Population
Total Population	19 177.5	100.0	1 071	100.0
Non-Air Travellers	16 458.3	85.8	610	57.0
Air Travellers ¹	2719.2	14.2	461	43.0
	No. of Persons in Population ('000)	% of Air Travellers	No. of Persons in Sample (Weighted)	% of Air Travellers
Diversers	129.0	4.7		
to Destinations in:				
Canada	36.2	1.3		
U.S.	72.8	2.7	51	11.1 ³
Other Countries	26.6	1.0		
U.S. and Other (Foreign) Countries	97.7	3.6 ³		

¹The definition of air traveller for the Transborder Diversion Survey is a person who made a two-way trip of which the outbound leg was made (at least in part) by travel on a commercial airline and the return leg was completed between 1 January and 30 June, 1984; travel as a member of an operating crew is excluded. The Gallup Survey definition of an air traveller is a person who travelled on a commercial airline during the two-year period from 1982 to 1983.

²The Gallup Survey questionnaire was directed at measuring diversion only for price, as opposed to service or proximity of airports.

³The diversion rate of 11.1% for the Gallup Survey represents diversers to U.S. and overseas destinations as a percentage of air travellers to all destinations. The analogous figure of 3.6% for the Transborder Diversion Survey represents diversers to destinations in all foreign countries (i.e., U.S. and other) as a percentage of air travellers to all destinations.

Table 3

OUTBOUND COMMERCIAL AIR TRIPS TAKEN BY RESIDENTS OF CANADA¹
JANUARY - JUNE 1984²

	<u>No. of Person-Trips ('000)</u>	<u>% of Person-Trips</u>	<u>No. of diverted Person-Trips ('000)</u>	<u>% of Person-Trips Within Destination</u>
All Destinations	4 947.0	100.0	180.3	3.6
Destinations in:				
Canada	2 568.0	51.9	54.5	2.1
U.S.	1 475.8	29.8	96.3	6.5
Other Countries	903.2	18.3	29.5	3.3

¹ The population includes civilian, non-institutionalized persons 15 years of age and over, living in the ten provinces of Canada.

² The trips included are the outbound legs of two-way trips for which the return leg was completed between January 1 and June 30, 1984.

figure of 200 000 per year.* It is also possible, however, that this was a conservative estimate; also, it may have referred to participation by air travellers rather than the number of trips, in which case it compares favourably with the six-month estimate of 129 000 in Table 1.**

The trip data by destination show a similar distribution to that of air travellers by destination shown in Table 1, except that the relative importance of traffic to Canadian destinations is greater when measured in terms of person-trips than air travellers. This is simply a reflection of the higher average number of trips per traveller for Canadian destinations (2.0) than for U.S. destinations (1.3) and destinations to other countries (1.1).

The distribution of person-trips by destination identified in Table 3 is in part a result of seasonal factors, inasmuch as the reference period for the survey was only six months. Tables 4A, 4B, and 4C, for example, contain the quarterly distribution of air travel within Canada, to the U.S., and to other foreign countries, respectively, for the years 1980 and 1982. These proportions indicate the high degree of six-month seasonality in air travel by Canadian residents to destinations in the U.S. and, to a lesser degree, to other foreign countries as compared to the more even seasonal distribution of air travel within Canada. On the basis of this information, one would expect the annual distribution of passenger-trips by destination to be characterized by a higher proportion for travel in Canada and a lower proportion for travel to the U.S. than those shown in Table 3.

The prevalence of transborder diversion among trips to U.S. destinations, estimated as 6.5%, matches the estimate of the participation rate in Table 1. In this regard, it is only the traffic to Canadian destinations that displays a difference between the participation rate (2.8%) and the percentage of trips which are diversionary (2.1%). This implies that for destinations in Canada, the average number of trips per traveller in transborder diversion traffic is appreciably lower than the average for other traffic to Canadian destinations. This does not appear to be the case for traffic with destinations in the U.S. or other countries.

Finally, it is noted that a degree of caution is advisable concerning the use of the estimates in Table 3. The Transborder Diversion Survey questions were accommodated as supplementary questions on the LFS

* It is uncertain whether reference was being made to diversion to all destinations or only to destinations in the U.S. and other foreign countries. (It is noted that the Gallup Survey measures diversion only to U.S. and overseas destinations.) From the Transborder Diversion Survey, the six-month estimate of 125 800 diverted person-trips to destinations in the U.S. and other foreign countries is closer to the estimate of 200 000 travellers on an annual basis, ignoring possible seasonal factors.

** Referring only to diversion to the U.S. and other foreign countries, the estimate would be 97 700 persons for the first six months of 1984, which is very close to the estimate of 200 000 on an annual basis, ignoring possible seasonal factors.

Table 4
SEASONALITY OF AIR TRIPS BY RESIDENTS OF CANADA

4A. DOMESTIC PERSON-TRIPS BY AIR

	1980			1982		
	Person-Trips ('000)	%	%	Person-Trips ('000)	%	%
First Quarter	1 732	28.6		1 292	25.9	
Second Quarter	1 414	23.4	52.0	1 277	25.6	51.5
Third Quarter	1 515	25.0		1 358	27.2	
Fourth Quarter	1 392	23.0	48.0	1 065	21.3	48.5
Annual	6 053	100.0	100.0	4 992	100.0	100.0

4B. CANADIAN RESIDENTS RETURNING BY AIR FROM THE UNITED STATES¹

	1980			1982		
	Persons ('000)	%	%	Persons ('000)	%	%
First Quarter	1 098	34.5		1 093	37.2	
Second Quarter	816	25.6	60.1	793	27.0	64.2
Third Quarter	573	18.0		489	16.6	
Fourth Quarter	699	21.9	39.9	566	19.2	35.8
Annual	3 186	100.0	100.0	2 942	100.0	100.0

4C. CANADIAN RESIDENTS RETURNING BY AIR FROM COUNTRIES OTHER THAN U.S.¹

	1980			1982		
	Persons ('000)	%	%	Persons ('000)	%	%
First Quarter	513	32.9		452	30.7	
Second Quarter	341	21.9	54.8	336	22.8	53.5
Third Quarter	443	28.4		419	28.4	
Fourth Quarter	262	16.8	45.2	266	18.0	46.5
Annual	1 560	100.0	100.0	1 474	100.0	100.0

Note: Quarterly data may not sum to annual figures due to rounding.

1. Air person-trip data for Canadian residents travelling to the U.S. or other foreign destinations were not available for Tables 4B and 4C. However, the data representing Canadian residents returning by air probably have a quarterly distribution similar to that of person-trips.

Source: Statistics Canada Catalogue 87-504, 1982 Canadian Travel Survey, Table 10. Statistics Canada Catalogue 66-001, 1980 and 1982, Travel Between Canada and Other Countries, Table 3C.

Form 03. Space constraints in the machine processing of the Form 03 data permitted the entry of only a single digit for each of the data fields in the Transborder Diversion Survey questionnaire. When the number of trips reported was nine or greater, it was recorded as nine trips. The population estimates for person-trips are based on this truncated frequency distribution, and for this reason, the estimates for the total number of person-trips (by destination) in Table 3 should, strictly speaking, be construed as underestimates. The data for diverted person-trips were not affected to the same extent, which implies that the estimates for diverted person-trips as a percentage of total person-trips, within each destination, are slight overestimates. By the same token, the underestimation of person-trips implies a negative bias for the estimates of average number of trips per traveller derived from data in Tables 1 and 3.

It is expected that a more detailed analysis of the data from the Transborder Diversion Survey will be issued in a final report by the Research Branch later this year.

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